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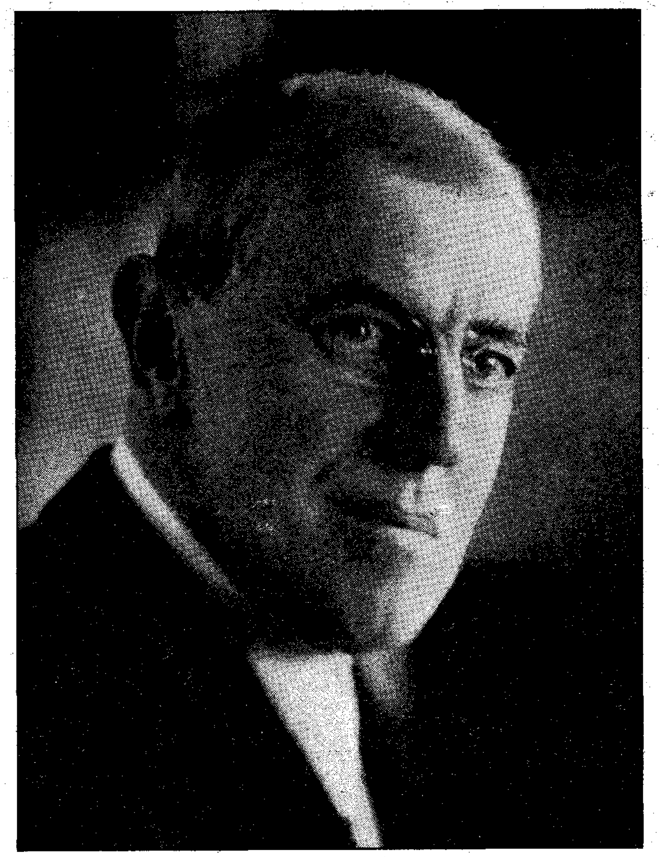
Periodical
171

TOPICS - OF - THE - DAY

HOW THE LEAGUE OF NATIONS IS ACTUALLY WORKING

WHILE WE ARE TALKING about the League of Nations, Europe is actually trying it; and if we are to vote upon it in November, we now merely have to look across the water to see how it is working before we decide whether to join or not. In fact, every political orator from now till Election day will have the League in full operation before his eyes to illustrate his logic. And the debate is already on. Its foes are pointing triumphantly to the little wars all over the eastern hemisphere to show that the League is a failure—its friends point to the same wars to show that it is an absolute necessity. Thus the Toledo *Blade* reminds us that "the League has been in existence in Europe for now these several months," and, adds this Republican organ, "it does not function." In support of this assertion it bids us note the following facts: "The rattle of musketry echoes among the cliffs and gorges of the northern border of India; British troops and Persian irregulars carry on a species of warfare that flourishes when the weather permits; Poland and Russia are at each other's throats; Japan and Bolshevism are sparring for minor advantages; the Turks have resumed the massacre of Armenians"; and, it might add, Greece, with the sanction of the Supreme Council of the Allies, is launching a new campaign against the Turks in Asia Minor. One recent dispatch from London even affirms that "the demands of the Allies upon each other have become so irreconcilable that the dissolution of the Supreme Council from sheer helplessness to arrive at [illegible] solution of its problems is not an unlikely development." [illegible] seriousness of this possibility is emphasized by the New [illegible]ork *Tribune* (Rep.) when it remarks that "the Allied Supreme Council is the only body in Europe capable of enforcing the peace terms and bringing about pacification." Or, as the New York *Globe* (Ind.) puts it, it is the Supreme Council that is governing Europe "while the fate of the League is still in doubt." The League, adds *The Globe*, "is as yet weak morally and physically." *The Morning Post*, of London, goes further and declares that it is falling "from the *bourgeois* conception of a superstate to that of a rickety tribunal and to a dusty stage of pious resolution." And a Paris correspondent of the strongly anti-League *Sun and New York Herald* sees evidence that the League is "moribund" in its failure to respond to Persia's appeal for aid against the Bolsheviki, who have invaded her soil. Viscount Grey agrees, according to another correspondent, that "the League missed two great opportunities in regard to Russia and Persia." Premier Lloyd George in a recent interview affirms that the League in its present stage can not force peace. Pressure had been applied to Poland to prevent her attack on Russia, but without effect, he said. And he explained that the Great Powers, except the United States, already had too many entanglements to be able to supply troops to the League to create an international police force large enough to coerce such countries as Russia or Poland. On the other hand, Mr. Arthur J. Balfour reminds us that the League "has already been able to perform considerable service to the comity of nations," not the least being the establishment of "open diplomacy." Speaking before the House of Commons, he went on to say:



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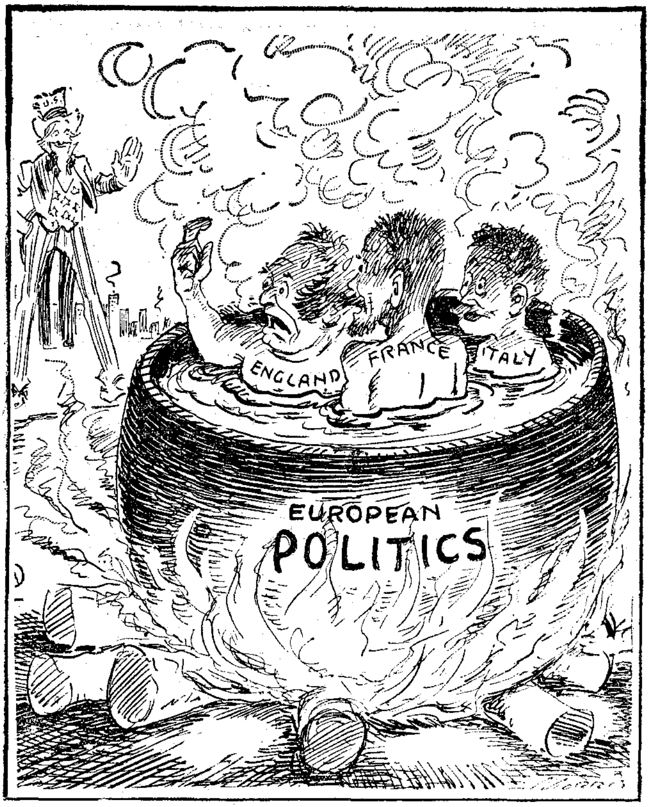
HE THINKS IT WILL WORK.

This latest photograph of the League's chief defender in this country, the first set portrait published since his illness, was taken in the White House on June 19.

> "No rational man would suggest that it is the League's task to rescue the world from chaos. That is a task for the Supreme Council. The League will serve you well if you do not overload it."

On this side of the Atlantic we find that section of the press which has always had doubts about the practicability of the League more imprest by what it has failed to do than by what it has done. Thus the Kansas City *Journal* (Rep.) remarks that "to add this country to an impotent list, even with the Lodge reservations, would be futile; to add it to the list without the reservations would be criminally absurd." "Twenty months after the signing of the armistice the machinery for the enforcement of its decisions is increasingly demonstrating its ineffectiveness," declares the New York *Evening Mail* (Rep.). And it continues:



CHORUS: "COME ON IN, SAMMY, THE WATER'S FINE!"
—Morris in the New Haven *Journal-Courier*.

"Fiume is still a powder magazine. A war involving millions of men is being waged on the shifting frontier between Poland and Russia.

"Neither of these grave issues did the Boulogne postscript to the San Remo conference, and the predecessor of the Brussels and Spa conferences, touch. The only tangible result of the deliberations at the historic French seaport was a tentative scheme to deal with the recalcitrant Turk in his new nationalistic guise by letting a Greek army loose upon him.

"To such an expedient has Allied diplomacy been reduced by its conflicting interests and by the war-weariness of the peoples of Great Britain, France, and Italy. Marshal Foch, with the best technical information at his command, is reported in Paris dispatches to be opposed to the plan of intrusting the curbing of Mustafa Kemal Pasha and the Nationalist forces at his back to the Greeks on the ground that the Greek Army would prove a broken reed, and that a crushing defeat for the Greeks would confront the Allied councils with a crisis of unparalleled gravity in the Near East.

"But even if the Greek Army should succeed in solving the task eagerly sought for it by Premier Venizelos, the Supreme Council would face fresh difficulties in the form of territorial demands by way of compensation for Greece—and the world now knows Venizelos for an astute bargainer with a keen eye to every possibility.

"These demands, for various reasons, are not likely to meet with sympathetic consideration in French and Italian, and even in British, quarters. The negotiations for compensation for Greece would widen and deepen the cleavages that are already too apparent in the relations among the arbiters of Europe."

In actual test the League has proved a failure, affirms the Washington *Post*, an independent paper with Republican leanings. It goes on to say:

"The last answer of its advocates, when asked to explain this failure, is that the cooperation of the United States is all that is necessary to turn failure into success. If the United States will lend its moral strength, resources, and men to certain European nations, for example, they can execute their will in the adjustment of territorial and other disputes.

"The invasion of Persia by the Bolsheviki affords an opportunity for the Council of the League of Nations to prove its effectiveness. Persia is a member of the League and is entitled to the protection given in the guaranty of Article X. If the council or the assembly can not protect Persia against unprovoked invasion, the League is not a preventive of war.

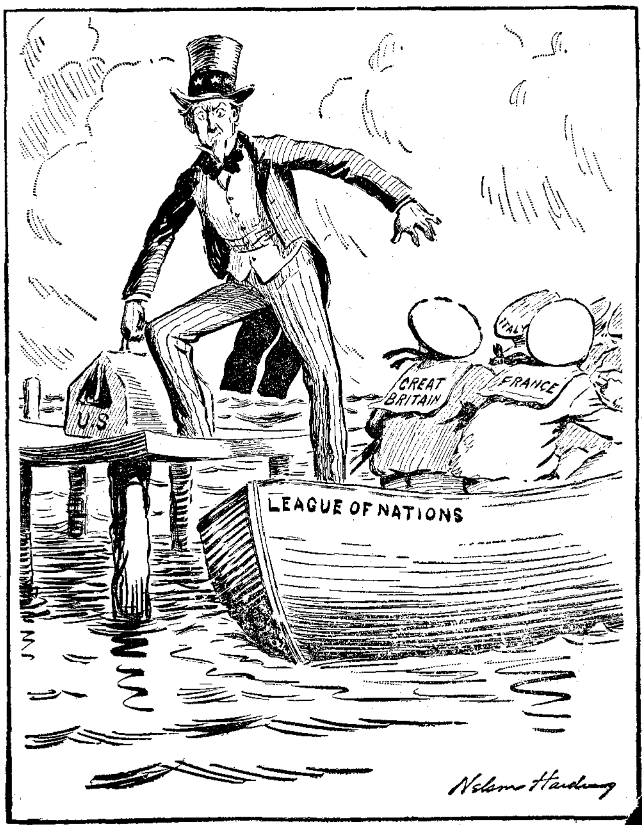
"The council fails in this emergency. It can not thrust back the Bolsheviki. The 'Reds' are swarming into Persia. The Shah, recently returning to Teheran after a visit to London, where he was magnificently entertained and promised all sorts of protection, now finds that he is at the mercy of Lenine's 'Reds.' The British Minister, who consummated the secret treaty which was to place Persia within the British sphere, is unable to stop the invasion. The question that confronts the British Government is whether it is best to send in reenforcements and begin a war against the Bolsheviki or withdraw and give up the rich oil-fields of Persia. . . . . . .

"One of the strangest spectacles ever presented to the world is the figure of the United States, hesitating and debating whether to join the League of Nations, and the figure of Europe, holding aloft the tattered pieces of the Covenant, already tested and found wanting."

Things would have been different, argues the Pittsburg *Chronicle-Telegraph* (Rep.), if a treaty of peace had been agreed upon promptly and the League allowed to wait. "The Allies," it says, "are largely to blame for the situation, and part of the responsibility must be laid at the door of President Wilson."

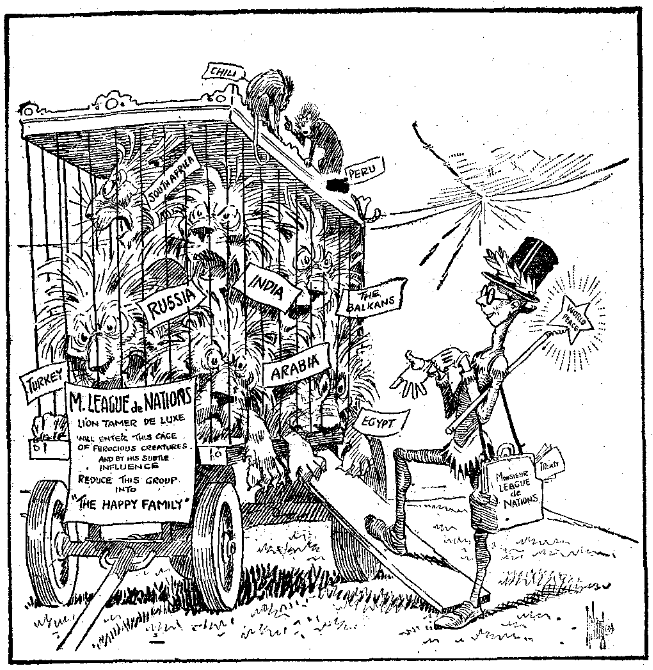
But it is only "those who were always convinced that the League of Nations would never amount to anything" who "are now profoundly convinced that the League of Nations does not amount to anything," avers the pro-League New York *Evening Post* (Ind.), in which we read further:

"The evidence to the mind of the jury that had already decided on the verdict is damning. The League was called upon in the House of Commons to intervene between Poland and the Soviets. To the League was offered the mandate for Armenia, which it had to decline. Now Persia has appealed to the League for its good offices with the Soviets, and French opinion regards the app with suspicion as a bit of British diplomacy.



NEITHER IN NOR OUT.
—Harding in the Brooklyn *Eagle*.

"The answer is simple. No one but those who have been waiting for the failure of the League expected the League to leap into full-grown power and authority everywhere and at once. Where treaties have been signed and peace established the League is functioning, as in the government of Danzig and the administration of the Sarre. Where the war is still under way, as in Russia and Persia, the League must await its opportunity. The League will have truly failed when the fighting has died down and time elapses without an increase in the usefulness and authority of the League. And it will have failed if time elapses and America is not in the League."


CHILI
PERU
SOUTH AFRICA
RUSSIA
INDIA
THE BALKANS
ARABIA
TURKEY
EGYPT
M. LEAGUE de NATIONS
LION TAMER DE LUXE
WILL ENTER THIS CAGE OF FEROCIOUS CREATURES AND BY HIS SUBTLE INFLUENCE REDUCE THIS GROUP INTO "THE HAPPY FAMILY"
WORLD PEACE
MONSIEUR LEAGUE de NATIONS
TREATY

IT WILL AT LEAST KEEP HIM BUSY.
—Ireland in the Columbus *Dispatch*.

"The League functions," affirms the Newark *News* (Ind.), which points out that the Council of the League of Nations did not absolutely reject Persia's plea, but promised to intervene if the present negotiations between Persia and the Bolsheviki fail to result satisfactorily. This paper goes on to say:

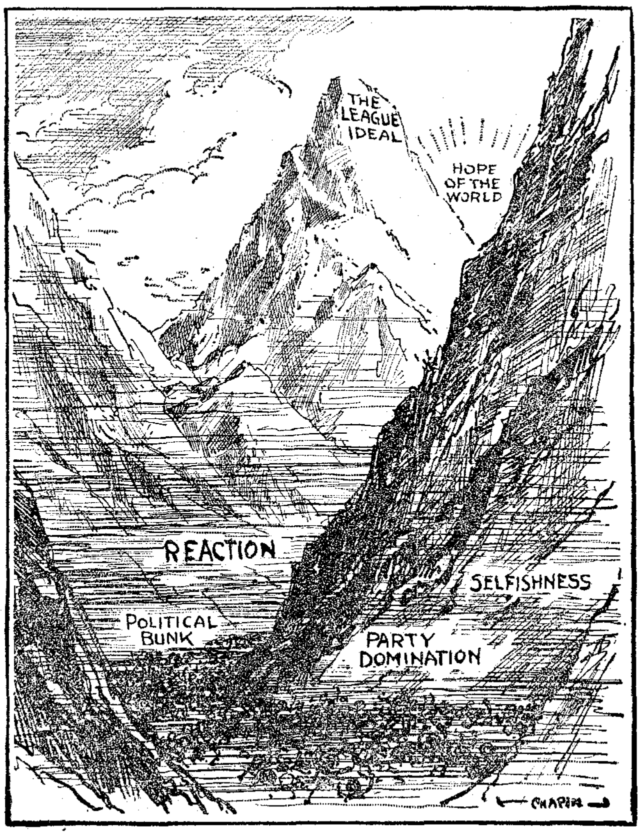
> "The difficulty the League faces in trying to solve the Russian problem is that Russia has no responsible Government amenable to the influences to which civilized nations respond. The weakness does not lie in the League, for it was not composed to deal with anarchy. Its founders assumed that in this twentieth century it could take for granted the responsibility of the governments of the great nations, just as the opponents of the League who would substitute for it such an international tribunal as Elihu Root is helping to set under the League take this responsibility for granted.
>
> "Will the Soviets pay any more heed to Mr. Root's court than to the League Council? Of course, no one can say that they would, or that under such circumstances as the Soviets have created an international tribunal would be anything like as well fitted to cope with the situation as the League Council, with its freedom to utilize the forces of diplomacy, conference, and negotiation. The work of the Council in this instance may appear difficult; but what body could deal with the same situation as well?"

In a series of articles in the New York *Evening Post*, Captain Arthur Sweetser undertakes to sum up what the League has done to date. It is stepping into the place of the Peace Conference, he says, and already it has held several meetings and decided on a line of work. France, Great Britain, Japan, Italy, Belgium, Poland, Czechoslovakia, Brazil, Peru, Bolivia, Guatemala, Uruguay, and Siam have ratified the Treaty, and in addition Argentina, Chile, Colombia, Spain, Switzerland, Norway, Sweden, Denmark, Holland, Paraguay, Salvador, Venezuela, and Persia have acceded to the Covenant. Germany and Austria are awaiting admission, and Finland, Georgia, San Marino, and Iceland have applied for admission. The League is dealing just as much with the wide human and social problems of the world as with the purely political. "But," says Captain Sweetser, "it has no mystic self-starter; it is utterly dependent on the interest, imagination, and enthusiasm of the people."

Already the League is administering the Sarre Valley, with its 600,000 people, by means of a Commission. The inhabitants of the valley are absolutely under its charge, and for the next fifteen years they will be governed by the Commission. The Germans rifled the rich coal-mines of northern France, so that no coal can be mined from them for years. It was, therefore, decided at the Peace Conference to give France the outright ownership of certain mines of the Sarre Valley, at the same time granting permission to Germany to repurchase them when the French mines shall have been restored. Germany was required to relinquish sovereignty, and this is now placed in the hands of the League's Commission.

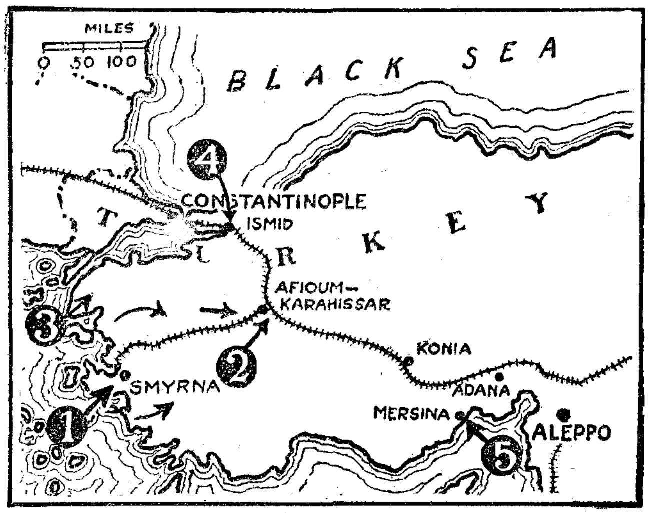
The League is also administering the vital Polish port of Danzig. This is the key seaport of northeastern Europe and the only available outlet to the sea for new Poland's 25,000,000 people. Tho historically Polish, the city has in the past century practically become Germanized. To award the city outright to either Poland or Germany would have created intense dissatisfaction in the ranks of the losers. Therefore, Danzig has been placed under the protection of the League of Nations; and while Poland is assured of her outlet to the sea, Germany has the satisfaction of not seeing the city transferred to an alien nation. The inhabitants, incidentally, are assured local autonomy under the protection of the League.

There are 13,000,000 people under the protection of the League at present, asserts Captain Sweetser, and the League already is functioning to raise the world's labor standard. The first International Labor Conference, attended by representatives of forty nations, has already held its sessions in Washington, and only last month an international conference on seamen's labor was called in Genoa. Furthermore, the spread of typhus and other great scourges, which in the past have ravaged the world, are coming in for their share of attention; the health authorities in the various countries are being brought into closer touch, in



ABOVE THE VALLEY MISTS.
—Chapin in the St. Louis *Star*.

cooperation with the League of Red Cross Societies, by the League. And last but not least, the *Evening Post's* Rome correspondent tells us that the first real step toward the prevention of future wars has been taken by the League in the appointment of "The Permanent Advisory Commission for Military, Naval, and Air Questions." This Commission consists of a military representative, a naval representative, and an air representative from each nation represented on the Council of the League, unless the duties of two or more representatives are combined.



From the New York "Tribune."

WHERE THE GREEKS WILL ATTACK THE TURKS.

The plan of the Greek military offensive against the Turkish Nationalists under Mustafa Kemal, which was submitted to the Allied leaders in conference at Boulogne, provides for the landing of troops at Smyrna, indicated by arrow (1). Using this port as a base, the Greeks will seek at Afioum Karahissar (2) to cut the Berlin-Bagdad Railroad, Kemal's chief line of communication, forcing him to withdraw the troops he has advanced to the Dardanelles (3), where British police troops are on duty, and to retreat into the interior. French and British troops are on duty at Ismid (4). At Mersina (5) a French war-ship bombarded Nationalist forces which attacked the city.

Since the Supreme Council is at present exercising some of the functions of the League, its action in authorizing a Greek attack upon Turkey deserves notice here. Mustafa Kemal, with an army estimated at from 57,000 to 100,000 men, defied the Allies and broke through to the Dardanelles. The purpose of Kemal's Nationalist forces, explains the New York *Times*, is to raise all Islam against the enforcement of the treaty imposed by Great Britain and France, in the name of the Allies, upon the Sultan at Constantinople. The Greek Premier, Eleutherios Venizelos, proposed that the military campaign against Kemal in the region of Smyrna be left to his Greek divisions, and the Supreme Council consented. Commenting on this development the New York *World* remarks:

> "Eleutherios Venizelos is perhaps the shrewdest statesman in continental Europe. He bets on winning horses If he says that the Greek forces from Smyrna can cope with Kemal's Turkish irregulars, his opinion is to be respected—but not more than that of Marshals Foch and Sir Henry Wilson, who are said by the London *Times* to view with apprehensions the prospect of a new war in Turkey. Mr. Venizelos is known to desire, and has apparently obtained, the support of British land forces, which are now being strengthened.
>
> "The hurried conference at Hythe, with Mr. Venizelos in attendance, is further explained by the dispatch of heavy naval reenforcements to Constantinople and Smyrna. A land and sea campaign to compel observance in Turkey of the peace terms of the Entente might assume proportions like those of the Balkan War of 1912.
>
> "Nor will treaty questions be settled by such a campaign without raising new points for adjustment. Greece, which under Venizelos's skilful guidance, has already gained more proportionately from the war, in lands annexed and colonists brought into the home political system, than any other of the victors, will not without considerations of a political nature do the heavy work in a new struggle."

COOLIDGE AND THE VICE-PRESIDENCY

WITH THE SINGLE EXCEPTION of the Roosevelt nomination at Philadelphia in 1900, no Vice-Presidential nomination since the Civil War has piqued popular interest as has the choice of Governor Coolidge, of Massachusetts, for second place on this year's Republican ticket. His nomination to the Vice-Presidency, observes one editor, "has conferred upon that candidacy a distinction not associated with it in the popular mind." Whatever the outcome of the election, says another, this candidacy may end for all time the "traditional indifference to that office." When the Socialist New York *Call* observes that the selection of Coolidge "avoids violating the tradition of nominating a nonenity," its opinion contrasts notably with that of both Republican and Democratic journals. Republican papers, in general, subscribe to Senator Harding's congratulatory message in which he said to his running mate: "Your selection for Vice-President has strengthened our ticket by adding a truly great and trusted American." Independent and Democratic papers feel quite free to tell the Republicans that the ticket should have read "Coolidge and Harding." The New York *Times* (Dem.) declares that "Governor Coolidge for Vice-President really shines by comparison with the head of the ticket." The Rochester *Herald* (Ind.) congratulates the Republicans on naming for the Vice-Presidency "a fine, strong, clear-headed man whose record of genuine achievement, and particularly of civic courage, is in refreshing contrast to the career and reputation of the head of the ticket." The Louisville *Courier-Journal* offers its thanks to the Chicago convention for breaking the bad precedents set by both parties in making careless and often weak choices for the Vice-Presidential nomination. Governor Coolidge, it believes, "will add material strength to the ticket, which, indeed, would have been stronger before the people at large if he had been placed at its head." The Springfield *Republican* (Ind.), published in a Massachusetts city near that in which Governor Coolidge makes his home, believes that "if the Senator from Ohio and the Governor of Massachusetts were to make up the Republican ticket for President and Vice-President, it should read Coolidge and Harding, instead of Harding and Coolidge." However, it adds, the Republican party "is to be congratulated on the fact that it has a candidate for Vice-President who will be fit to be President in case he should ever be called upon to fill the chief office in the land." Even the average Republican, the New York *Evening World* (Dem.) thinks, must have asked: "Why not the other way round?" This question the Democratic editor would answer as follows:

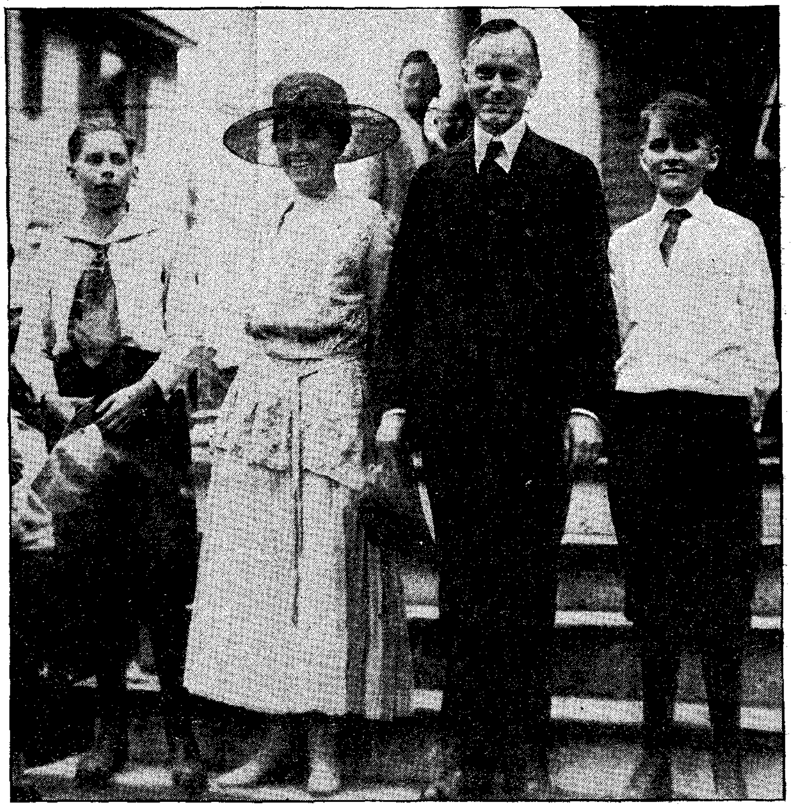
> "Because Harding is the docile type who, as President, would leave the power of the Republican party where the Republican Old Guard and their backers want it left.
>
> "Coolidge is a man of individuality and purpose. He might prove a difficult President to manage. As Vice-President he is safe. He puts a propitiatory element of strength and character at the small end of the ticket where they can do no harm."

That Coolidge does add strength to their ticket is asserted by Republican newspapers from one end of the country to the other, including those which most strongly approve the Harding nomination for the Presidency. "No fitter running mate for Senator Harding could have been found than Governor Calvin Coolidge, of Massachusetts," declares the Buffalo *Evening News* (Rep.). "With Coolidge, clean and courageous," as Senator Harding's running mate, the Senator's own paper, the Marion *Star*, feels that "the ticket is one which should and will meet the approval of the country." "No more popular selection could have been made," according to the Los Angeles *Times* (Rep.); and in another Republican paper, the Kansas City *Journal*, we read:

> "The nomination of Governor Coolidge for Vice-President adds substantial strength to the ticket. In a peculiar sense he

stands for principles of vital concern to the nation in the crucial reconstruction era. There is an enormous significance in the emphasis which Governor Coolidge's nomination places upon the absolute necessity for uncompromising protection to the rights of all the people all the time, instead of some of the people all of the time and most of the people none of the time."

Mr. Coolidge's presence on the Republican ticket, so the Portland *Oregonian* (Rep.) thinks, "personifies the great and growing national respect and love for law and order." But while Governor Coolidge won his national reputation by his course in the Boston police strike, he is entitled "to consideration on broader grounds," affirms the Syracuse *Post-Standard*, which continues:



By courtesy of the Springfield (Mass.) "Union."

THE COOLIDGE SMILE.

The usually serious-faced Governor indulging in a broad smile of pleasure following his triumphant reception by his fellow citizens of Northampton after his nomination for the Vice-Presidency. With the Governor and Mrs. Coolidge are their two sons, John and Calvin, Jr.

"He has made a capital record in the administration of the affairs of Massachusetts. He has clear and progressive views upon public questions, and he knows remarkably well how to express them. He thinks straight and speaks the way he thinks. He is, to speak in political terms, liberal, progressive, and democratic. It was evident at Chicago that he was quite as popular throughout New York and Pennsylvania as he is in New England. . . .

"Governor Coolidge adds strength to the ticket."

In the Coolidge nomination, observes the Milwaukee *Sentinel* (Rep.), the convention "most wisely returned to the principle of selection that the man chosen for Vice-President may under the Constitution become President, and therefore should be fit to be President. Governor Coolidge is eminently fit to be President." The Topeka *Capital* (Rep.) makes the same point, and also emphasizes the usefulness of the Coolidge nomination from a practical standpoint. Not only has the Massachusetts executive a record which has appealed to the country, but—

"Governor Coolidge is a most effective public speaker with an uncommon faculty of epigrammatic statement, and he will be a force in the campaign and a greater support to the ticket than can ordinarily be said of the Vice-Presidential candidate. The Massachusetts Governor is Presidential timber."

The New York *Tribune* (Rep.) agrees with these Western journals that in nominating Coolidge the Republican Convention recognized the importance of the Vice-Presidency, and it says of the nominee:

"He is a leader of full stature. He has imprest on the country his vigor of character and his mental and moral courage. He is a clear thinker and a downright doer. . . . . . .

"Governor Coolidge is a man who isn't afraid to grapple with modern problems. He belongs intellectually to the era and the decade we are in. He believes in reasoning with people rather than coddling them. He has the practical Vermont Yankee temperament. He has, too, in a marked degree, the gift of decision and leadership—a gift which will show in national affairs as it has done in State affairs. He has risen in a few years to a commanding position among our State governors. The country knows him, respects him, and counts on him for broader service.

"If elected he should not be tied down to the rôle of passivity which so many Vice-Presidents in our days have accepted. An opening should be found in the new Administration for the exercise of his shrewd judgment and notable talents."

Since, "for once we have got a ticket in which everybody is imprest by the fitness of the Vice-President to be a Presidential successor should the need arise," the Lowell *Courier-Citizen* (Ind.) agrees with *The Tribune* that it is time to magnify the Vice-Presidential office. It suggests that if Mr. Harding is elected President, he request the Vice-President to make one of his cabinet council. The inauguration of such a custom, it believes, "would be a step in the direction of augmenting the importance of the office; and any such thing, if it tended to make permanent the choice of genuinely able men to the Vice-Presidency, would be of great value to the country." A financial journal in Governor Coolidge's State, the Boston *News Bureau*, similarly calls for teamwork between Harding and Coolidge in the event of Republican success. To quote its observations on this point:

"There is no statute or legal reason why the President may not invite anybody into conference at any time with the heads of the departments.

"Wilson has run amuck largely because he assumed the position of dictator instead of that of ally with the Senators whose terms of office are fifty per cent. longer than his. A working team with the President watching the Senate through the Vice-President would be a great improvement in Washington.

"There is no reason why the Vice-President should not be on easy terms with every Senator and with the occupant of the White House, and he should be able to keep the President in touch with the personnel of the Senate just as the Postmaster-General or the Secretary of the Navy keeps the President in touch with that arm of the Government.

"Suppose Mr. Marshall had been consulted by Mr. Wilson and Mr. Marshall had said: 'I know the temper of the Senate, and you are putting the peace of the world in very great danger by going it alone. Senator —— and Senator —— in foreign relations would be very helpful in defending your policy both in the Senate and in the country if you make them part of your foreign policies.'

"Harding and Coolidge may be able to work this very desirable reform in the Government, which requires no law or statute or amendment, or indeed any rule of practise. It may only need in the future that 'Doc' Harding shall say to 'Cal' Coolidge:

"'Come over to-morrow morning, smoke a cigar with us, and tell us the sentiment of the Senators and give us your advice on the best policy and the best ways to execute it. Indeed, "Cal," I may ask you to look after some things for me. You have more time on hand than I am likely to have, and some time you may have to sign for me.'"

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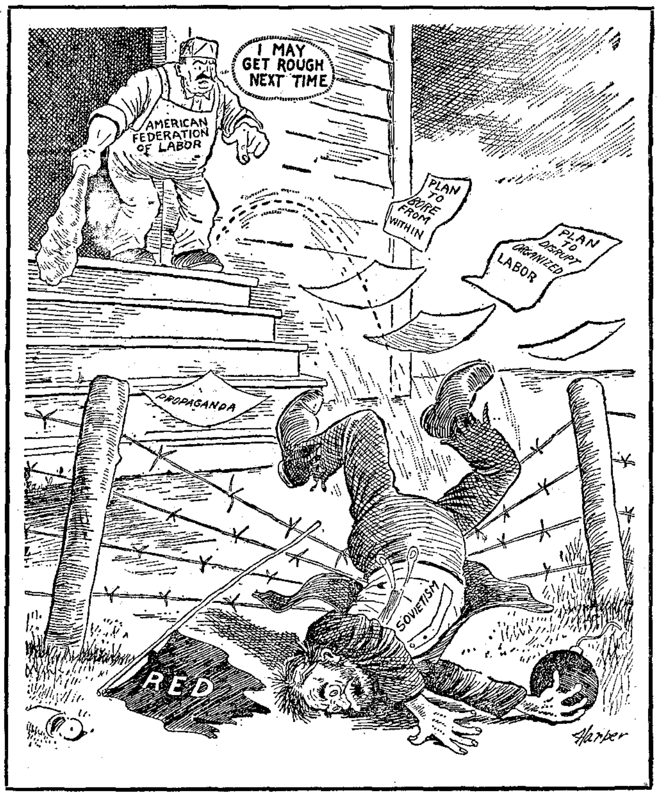
RADICALISM OF AMERICAN LABOR

DOUBTS WHETHER the Federation of Labor is deep red or only light red in its ideas are perhaps natural when its leaders condemn Bolshevism and emphasize their lack of harmony with the "so-called Internationale," and then turn around and demand government ownership of railroads so emphatically as to call from the daily press such headlines as "Radicals Rule A. F. of L." and "Socialism Rules A. F. of L. Convention." The Socialist New York *Call*, for one, can find no advance toward radicalism in the utterances of the Montreal convention. A labor paper like *Justice* (New York) inclines to agree with this view, and a Canadian labor organ, *The British Columbia Federationist* (Vancouver), thinks the acts of the head of the Federation, at any rate, "are more in keeping with the activities of labor men of one hundred years ago than they are with the enlightened workers' representatives in the Old World." Yet how, others ask, can real conservatives indorse government ownership? The Springfield *Republican's* explanation is that "organized labor, while rejecting the revolutionary radicalism associated with direct action and Socialistic theory, has committed itself to a more practical radicalism in a way to mark a distinct change in labor policy." Or, as another independent paper, the New York *Globe*, has it, radicals in the ranks of labor are arguing for a new economic system while Gompers gets immediate results. "He has on his side the radicalism of material achievements," and "while this is evident, the radicalism of politics remains for labor a matter of indifference." Of course, observes the Baltimore *Sun*, organized labor is radical "as compared with Judge Gary," but "as compared with Mr. Lenine or even with Mr. Debs, it is quite conservative." Those who jump to the conclusion that "American labor has suddenly become radical because the Federation of Labor has declared itself in favor of the Plumb plan, are acting hastily," we are told. The Baltimore paper continues:


I MAY GET ROUGH NEXT TIME
AMERICAN FEDERATION OF LABOR
PLAN TO BORE FROM WITHIN
PLAN TO DISRUPT ORGANIZED LABOR
PROPAGANDA
SOVIETISM
RED
Harper

A FEW MORE GENTLE HINTS LIKE THIS OUGHT TO CONVINCE HIM.

—Harper in the Birmingham *Age-Herald*.

> "Given its proper place in the numerous groups which make up the American body politic, it still inclines much more to conservatism than to radicalism, and in the ranks of labor itself the Federation is still to be classed as a conservative element......
>
> "There are reports of a new radical *bloc* within the Federation ranks—a combination of the railroad brotherhoods, the miners, and the lately organized steel-workers. Such a grouping of power will be viewed with deep concern by the disinterested friends of labor, since ultimately it will mean, if it forces a conflict with the conservative faction, the disruption of the organization that Mr. Gompers has built up in a generation of bitter toil. But this combination has not been effected as yet, and it may never be. For the present Mr. Gompers and those who think with him still hold control. The Gompers grip is not so strong as it was, perhaps, but it is sufficient."

"Labor Isn't Red," declares the Cleveland *Press* in a head-line, and it rejoices that the Montreal convention "set its foot down squarely and heavily upon all those Bolshevik 'isms,' the Soviet form of government, the Communist party, the anarchist, the I. W. W., and the One Big Union." The vote against any demand that the United States recognize the Soviet Government or lift the Russian blockade was "especially encouraging," declares the Richmond *Times-Dispatch*, "in showing that conservative leadership has regained its ascendency in the counsels of the organization and will not tolerate the radicalism which, in recent months, has evidenced an emboldened purpose to wrest control of the organization from the conservatives and betray it into the hands of radical groups, hostile to American political institutions and favoring violence in the accomplishment of their disloyal designs." This attitude is emphatically approved by daily papers in this country and Canada, including the London (Ont.) *Advertiser*, New York *World* and *Evening Post*, Philadelphia *Inquirer*, Washington *Post*, and Detroit *Journal*. Several journals find that the description of Bolshevism in the report adopted by the Federation admirably sums up their own view:

> "Bolshevism has been a lure for some of our people, and its doctrines have been propagated with great vigor. This hideous doctrine has found converts among two classes of people, principally those intellectuals, so-called, who have no occupation save that of following one fad after another, and those who have been so beaten in the game of life that they find no appeal in anything except the most desperate and illogical schemes. The rank and file of the organized-labor movement, as was to be expected, has given no countenance to the propaganda of Bolshevism, but has, on the contrary, been its most effective opponent in America."

But when we turn to the most important practical affirmative action taken by the convention we find our conservative daily newspapers changing their tune. The convention's indorsement of "government ownership with democratic operation of American railroads" brings the Peoria *Transcript* to the "irresistible" conclusion "that organized labor has passed under radical control and that it no longer cares what the color is so long as it is red." The convention's attitude on this subject suggests to the New Haven *Journal-Courier* "the fulfilment of the design of the radical labor-leaders to dig into the organization and promote from the inside policies of control which are more easily resisted when thrust from the outside." Socialism, concludes the Albany *Journal*, "has gained control of the convention of the American Federation of Labor, which heretofore prided itself upon its conservatism and enjoyed public confidence and respect by reason thereof." The vote on this resolution was taken only after heated debate, including a vigorous speech in opposition from Samuel Gompers, who was reelected president at a later session. The decision in favor of government ownership was made by a vote of 29,059 to 8,349. Up to the taking of this vote, says the Newark *News*, the meeting had been "markedly conservative," but when it came to a question of government ownership "restraint was thrown to the winds." The New York *Evening World* finds the action "of deep significance, as showing the strength of the new element that seeks to direct the aims and purposes of organized labor." This newspaper recalls that one speaker warned the convention that with the adoption of government railroad ownership "you must be prepared to go the full route, be prepared for nationalization of mines, government insurance, nationalization of banks and banking, nationalization of all industry"; and that Mr. Gompers warned his fellow workers not to vote "to enslave themselves under government authority in their efforts for industrial freedom." But, it continues:

> "The majority of the convention was caught and swayed by the one reminder that 'under three years of government control more was accomplished for organized labor than in all the years under private ownership.'
>
> "This is the line of thought that now fascinates the section of labor which professes to be most progressive.
>
> "Put the whole responsibility on the Government, and wage demands will be met in the future with the same readiness with which they were met during the period of war-stress.
>
> "Behind the Government are the unlimited resources of the nation and power of taxation to make good all deficits.
>
> "Who will carry the burden of the taxation required to keep wage-earners contented?
>
> "What will be the effect of such taxes on prices the wage-earners, as consumers, must pay?
>
> "These questions lie in the vague beyond.
>
> "The economic reasoning of the new leaders who have the ear of labor stops conveniently short of consequences.
>
> "Broad and fair are the beginnings of the path of Socialism.
>
> "The steep and narrow places of the middle distance are all concealed behind rich foliage in the foreground."

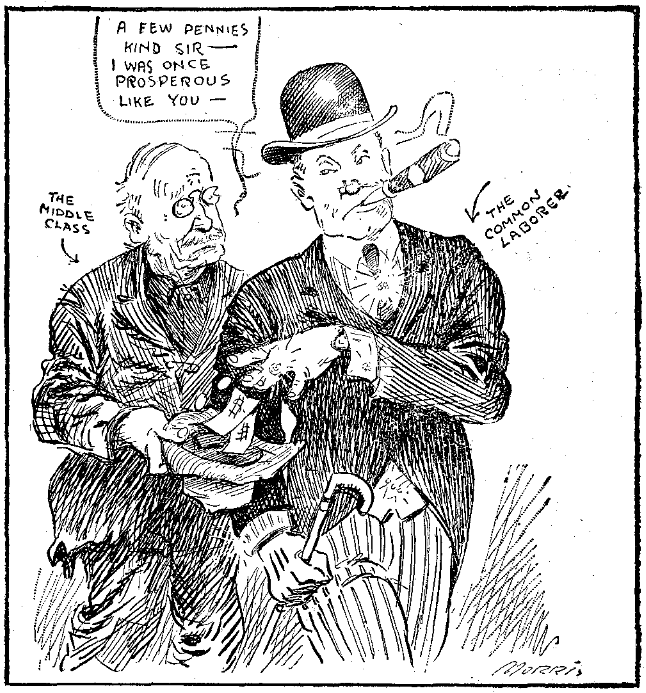
The Detroit *Free Press*, which roundly denounces government ownership in general and the Plumb plan in particular, thinks that the action of the Montreal convention is a tactical error, "because just at a time when the trades-unionists are preparing to go into politics in order that they may elect a national legislature that will be favorable to them, they have created a sharp issue which in many districts is likely to rouse the opposition of the great unorganized public and greatly hamper their campaign efforts. Tho, on the other hand, it must be recognized that the Non-Partizan Leaguers—and the like—may give them much aid and comfort." The delegates voting for public ownership, says the New York *World*, "talked and acted as if they represented a majority of those having the elective franchise in the United States. But there is no evidence that they represent a majority even of organized labor, and this is their trouble." The New York *Evening Post* would like to ask, in considering the effect of the Federation's decision, "just how much weight the vote of delegates in a labor convention largely moved by special personal interests ought to possess as against the judgment of the great mass of shippers, consumers, and traveling citizens whose contrary view on the matter has been fairly manifest." The Lowell *Courier-Citizen* is convinced that the Federation stands alone in its advocacy of government ownership, remarking:

> "People outside the ranks of labor are for private ownership of railroads for exactly the same reason that the A. F. of L. is for public ownership, to wit, because the public likewise has every wish to get the long end of the deal itself. It's just as fair and right for the public as it is for the A. F. of L. Each side wants the thing that would best serve itself. Necessarily, we believe, what the public wants must govern."

When the labor delegates at Montreal voted for government ownership, the correspondent of the Socialist New York *Call* acclaimed it as a "historic day" and exprest his delight that "the American Federation of Labor has been shaken loose from its opposition to socialization and from to-day on makes the first steps on the road that other labor movements of the world have taken." But the editor of *The Call* in New York was unable to discern any appreciable advance toward Socialism, and said in a leading editorial:

> "There may be some significance in the fact that approval of government ownership is qualified with a demand for 'democratic management.' This would imply recognition of the evils of state capitalism, *i.e.*, ownership of railroads by a government administered by capitalist politicians. In demanding democratic management the resolution either means a large measure of administrative control in the hands of the workers or it means nothing. If this was consciously in the minds of any delegates, then it means that the concept of industry passing into the hands of the useful workers is finding some recognition. . . . . .
>
> "Government ownership of railroads certainly is not Socialism, and is not even a 'step' in that direction. If such ownership carried with it a large measure of power in the hands of the workers, with the way open to increase this power, something could be said in favor of it by Socialists."

Whatever advance toward radicalism there may have been in the government-ownership vote it was more than balanced, in the opinion of the Socialist editor, by the decision against recognition of Russia, which "can not be reconciled with the view that the delegates are becoming more radical."


A FEW PENNIES KIND SIR— I WAS ONCE PROSPEROUS LIKE YOU —
THE MIDDLE CLASS
THE COMMON LABORER
Morris

Protected by George Matthew Adams.

ARE WE COMING TO THIS?

—Morris for the George Matthew Adams Service.

The most important demands made by the American Federatin of Labor in its Montreal convention, which may be regarded as American organized labor's 1920 program, are outlined as follows in the press dispatches:

> "Ratification of the Peace Treaty.
>
> "Government ownership with democratic operation of railroads.
>
> "Curb on profiteering and high cost of living.
>
> "Jailing of food and clothing profiteers.
>
> "Right to strike and abolition of compulsory arbitration and antistrike legislation.
>
> "Hands off in Mexico by the United States Government.
>
> "Indorsement of the Irish Republic.
>
> "Right of collective bargaining.
>
> "Advances in wages wherever necessary to maintain the American standard of living.
>
> "Shorter workday, if necessary, to prevent unemployment."

The convention also condemned the Republican platform planks dealing with labor, reaffirmed its non-partizan political attitude involving disapproval of a Labor party, declared against any "color line" against negroes in constituent unions, turned down in committee a light-wine-and-beer declaration, called for the release of "political prisoners," and came out strongly against the immigration of Asiatics. The pro-League declaration is noted elsewhere in this issue. Of the other demands that have aroused attention in the daily press, the apparent approval of a six-hour day has drawn the most editorial fire. The report adopted by the convention declared that the universal hours of labor would soon be forty-four hours in all industries, but in order to provide against unemployment some organizations might find it necessary to have a six-hour day. Such action is to have the support of the Executive Council of the Federation, the particular union involved to be accepted as the best judge of the hours of work; when it decides for a six-hour day it can count on the aid of the Federation in securing it. Surely, comments the New York *World*, the Federation "can not be serious in its support of the campaign for a six-hour day." But the Baltimore *Evening Sun* thinks it is serious enough to call for a long editorial warning the Federation that at present public opinion is decidedly against any further shortening of the work-day.

AMERICA'S NEW SHIP POLICY

HAS UNCLE SAM FORFEITED THE GOOD WILL of England, France, Norway, Sweden, Holland, and Japan by enacting into law Senator Jones's Merchant Marine Bill? Some of our discerning editors, both on the Atlantic and Pacific seaboards and throughout the central West, shake their heads as they read certain drastic provisions of the Jones Shipping Bill which run counter to obligations assumed by the United States in no less than twenty-four commercial treaties. Since 1815, they point out, this country has maintained reciprocal relations affecting shipping with foreign governments, and these agreements were made binding in the form of treaties. Many provisions of the Jones Act, they aver, are discriminatory in favor of American shipowners and against the fleets of other nations.

The New Republic (New York), however, declares that "the Merchant Marine Act is the one notable achievement of the late Congressional session," and the Rochester *Post-Express* agrees. The New York *World* asserts that it is in reality "the most important legislation of its kind ever enacted by Congress." "The big thing," editors agree, "is that a beginning has been made toward restoring the American flag to its proper eminence on the seas." "Only the skilful management, wisdom, and persistence of Senator Jones, of Washington, carried the bill through," agree *The New Republic* and the New York *Journal of Commerce*, and we read in the latter paper that—

> "Senator Jones nursed the Shipping Bill through the Senate Committee hearings over a period of two months, framed its provisions in cooperation with the Shipping Board and other members of the committee, prest its passage by the Senate, worked over its sections in conference, and finally led the fight for the measure in Congress. As the man most largely responsible for the act, he speaks authoritatively in interpreting its intentions."

"This is an American act; it is intended solely for American interests," bluntly asserts Senator Jones. Furthermore, he goes on:

> "European Powers are freeing themselves from treaty provisions that will hinder them in the struggle for the world's trade. We have been prevented from doing what many thought should be done to aid our merchant marine by treaties entered into many years ago. This is a splendid time to unshackle ourselves and put ourselves in a position to make such treaties, to enter into such commercial relations, and to enact such laws as we think will promote our welfare in the world's readjustment. Other nations will look after their interests. We must look after ours.
>
> "British Lloyd's is one of the greatest factors in maintaining a British merchant marine. We should have a similar organization in this country, and we feel that the American Bureau of Shipping should be to our shipping what Lloyd's is to British shipping. We therefore provide in this act for its encouragement by directing all governmental agencies to use that bureau for classification purposes.
>
> "American mail should be carried in American ships, if at all practicable. Of the more than $3,000,000 paid every year for carrying our mail overseas about $2,500,000 is paid to foreign ships. This is so much aid or subsidy to them. This we want stopt. We want our mail carried in our ships."

The question of the right of the Government to dispose of the ex-German liners has been definitely settled by the Jones Act, we are told in *The Annalist* (New York), and there are provisions for the exemption from excess- or war-profits taxes of the net earnings of ships engaged in foreign trade for a period of ten years, with the understanding that the shipping companies must invest, either in government-owned ships or in new construction in American ship-building yards, a sum equivalent to the amount they otherwise would have had to pay in taxes. The act also forbids American railroads to grant export rates on freight to be carried in foreign ships, and it directs the President to repeal or abrogate all commercial treaties which prevent the United States from returning to the system of preferential duties. In order to meet foreign competition, the Government may not only charge lower duties, but it may grant lower port charges and canal tolls. All these concessions are not calculated to arouse great enthusiasm in foreign shipping circles, and there are intimations from abroad that retaliatory measures will soon be in order. Some of them are also criticized in our own country, by the New York *Journal of Commerce*, which says:

> "Not the least dangerous element of protection is the grant of low export-rates to goods carried in American bottoms—a measure sure to invite retaliation. Highly objectionable also as a piece of special privilege is the section exempting shipowners from income and excess-profits taxes for ten years to come provided that they annually reinvest in ship construction a sum equal to the taxes they would otherwise have paid to the Government. The legislation is against the spirit of the times, opposed to all sound, economic doctrine, and essentially inequitable. It is more nearly modeled upon the lines of Prussian protectionism as exhibited in Germany before the war. It must, therefore, be a failure in the broadest sense of the term."

The Journal of Commerce of Liverpool is no less outspoken in its criticism of the new Merchant Marine Act. We read:

> "It is realized that a United States mercantile marine can not be operated at the same costs as British, Norwegian, Dutch, or Japanese shipping, and it is therefore necessary to extend to ship-owning interests in the States the large measure of protection which has always been favored for the development of United States home trade. Whether this policy of coddling will yield the desired results is at least doubtful. Our own ship-owning industry has assumed the foremost place without any of the careful nursing which is to be accorded to United States merchant shipping, and the British mercantile marine asks for nothing more than a fair field against all rivals."

"But the common-sense view will be that the United States is solely within its rights in regulating what is, in effect, purely internal commerce," declares the Memphis *Commercial Appeal*, and the New York *Tribune* reminds us that "we built a merchant marine as a matter of military policy, and we expect to keep it both for military and economic reasons. The expansion of the merchant marine is a matter of national concern, to be promoted by all legitimate methods." The Newark *News* looks upon the Jones Act as "a new charter of rights for the American merchant marine," and, adds *The Sun and New York Herald*, "Great Britain can hardly be blamed for watching with something like alarm our 10,000,000-ton merchant fleet." As to our competitors in the shipping business abroad, and the methods which they are said to be contemplating using to maintain their prestige, this paper goes on:

> "The hints from London regarding retaliation if we do adopt a preferential policy say that England employed no such discriminatory means to build up her merchant marine, which achieved brilliant and powerful success through a policy of 'no fear and no favor.' Any one who knows the slightest thing about the British merchant marine policy knows this is not a fact.
>
> "England has a perfect right to take these measures if they are necessary to her welfare or if she so desires, her ships; insurance companies, docking facilities, foreign-port concessions, and control of trade routes were all obtained by British brains, energy, money, or courage, and England has full freedom to use them as she will for the promotion of her commerce. But to deny to us or to anybody else the same right by saying she practises no shipping discrimination is a plea which must be laughed out of court."

THE GROWTH OF OUR GREAT CITIES

“WE HAVE JUST BEGUN TO GROW,” smiled sunny Los Angeles when awarded the population palm of the Pacific coast. A hundred years ago the city was a little mission *pueblo*, “the town of Our Lady the Queen of the Angels”; now it is the tenth city of the United States, and the largest west of St. Louis. But Detroit, with a numerical increase greater than any other city except New York, claims a large portion of the census spot-light by reason of being the only city of more than a hundred thousand population that doubled in numbers during the past ten years. The Montgomery *Advertiser*, however, claims that “of all the American cities, the story of Chicago is most amazing.” We are reminded that “Chicago is much younger than either Philadelphia or New York; barely eighty years of age.” “Its greatness,” adds *The Advertiser*, “is due to the natural greatness of the great agricultural section of the West and the Middle West.”

CITY	POPULATION.			INCREASE.			
	1920	1910	1900	1910–1920		1900–1910	
				Number	Per Cent.	Number	Per Cent.
New York City.....	5,621,151	4,766,883	3,437,202	854,268	17.9	1,329,681	38.7
Chicago...........	2,701,212	2,185,283	1,698,575	515,929	23.6	486,708	28.7
Philadelphia.......	1,823,158	1,549,008	1,293,697	274,150	17.7	255,311	19.7
Detroit...........	993,739	465,766	285,704	527,973	113.4	180,062	63.0
Cleveland.........	796,836	560,663	381,768	236,173	42.1	178,895	46.9
St. Louis..........	773,000	687,029	575,238	85.971	12.5	111,791	19.4
Boston............	747,923	670,585	560,892	77,338	11.5	109,693	19.6
Baltimore.........	733,826	558,485	508,957	175,341	34.4	49,528	9.7
Pittsburg..........	588,193	533,905	451,512	54,288	10.2	82,393	18.2
Los Angeles........	575,480	319,198	102,479	256,282	80.3	216,719	211.5
San Francisco......	508,410	416,912	342,782	91,498	21.9	74,130	21.6
Buffalo............	505,875	423,715	352,387	82,160	19.4	71,328	20.2
Milwaukee.........	457,147	373,857	285,315	83,290	22.3	88,542	31.0
Washington........	437,414	331,069	278,718	106,345	32.1	52,351	18.8
Newark...........	415,609	347,469	246,070	68,140	19.6	101,399	41.2
Cincinnati.........	401,158	363,591	325,902	37,567	10.3	37,689	11.6
New Orleans.......	387,408	339,075	287,104	48,333	14.3	51,971	18.1
Minneapolis.......	380,498	301,408	202,718	79,090	26.2	98,690	48.7

POPULATION AND GROWTH OF OUR 18 LARGEST CITIES.

With Detroit recognized as the fourth city of the land, and Cleveland as the fifth, the definite ranking of our eighteen largest cities has been established. St. Louis is now in sixth place, Boston in seventh, Baltimore in eighth, and Pittsburg in ninth place, only 12,613 ahead of Los Angeles. The phenomenal advance made by that city, declares the New York *Tribune*, “was due to natural advantages,” whereas “the automobile made Detroit and rubber made Akron,” which shows a 201.8 per cent. increase for the past ten years. This extraordinary showing of the region about Lake Erie leads *The Tribune* to assert that “no part of the country grew faster in the past decade than northern Ohio and southeastern Michigan.” Detroit, Toledo, Canton, Columbus, Cincinnati, and Buffalo all show substantial increases over 1910 census figures, while the percentage of increase in the population of Chicago during the last ten years was less than during any other ten-year period in the city's history. The New York *Tribune's* explanation of these figures is as follows:

> “These Erie Basin cities have drawn labor from all parts of the United States, and, therefore, haven't felt the check in alien immigration which has kept down population in Pennsylvania, New York, New Jersey, and Illinois.
>
> “The bigger cities are no longer outstripping the smaller cities. Immigration isn't clogging up the chief centers of population. And the war has had the effect of artificially distributing growth, the large gains occurring in places where there were exceptional facilities for war-production or a good undeveloped labor market.”

Chicago, even if she has been numerically outclassed by Detroit in recent years, “gives an impression that she is vital, capable, and energetic,” remarks the Montgomery *Advertiser*, and we read on:

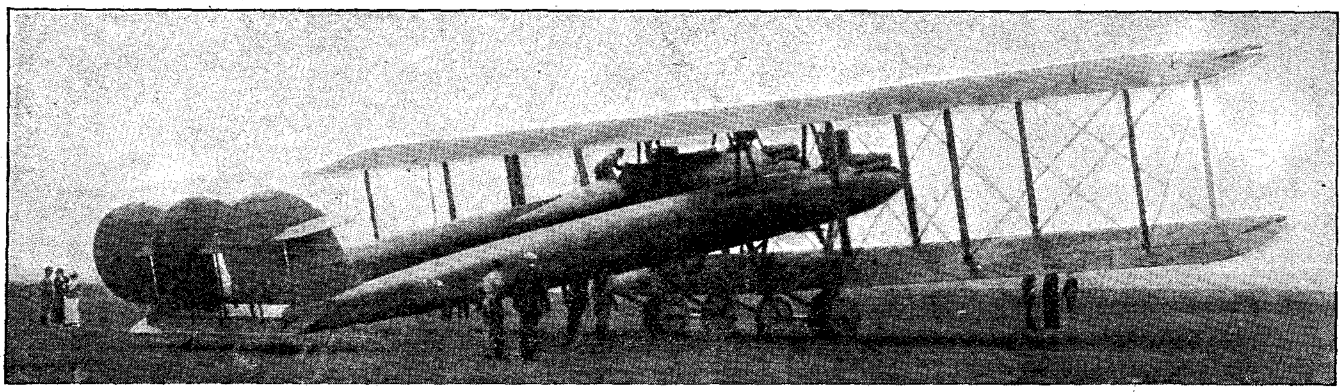
> “Perhaps no agricultural section was ever developed so swiftly and made money so rapidly as did the great Middle West. Chicago, as the capital of that section, and as the city almost midway between the East and West, has become one of the industrial marvels of the past century. In the decade just closed Chicago gained more than a half-million people. In other words, Chicago acquired to herself in ten years enough people to make an American city of the second rank.”

Boston, through *The Herald* of that city, declares the growth of Detroit is nothing short of phenomenal, yet argues that “if Boston did what New York long ago did, we would today be fourth in population in the United States; census Boston, comprising forty-nine square miles to Los Angeles's 365 square miles, is no more all Boston than is Manhattan Island New York.” On the Pacific coast, Los Angeles is happy enough to congratulate San Francisco upon being “the second largest city west of St. Louis.” But “it is the hardest blow of all to be beaten by Los Angeles, the foster-mother of the movies,” remarks the New York *World*. “Twenty years ago it was decreed that San Francisco was to be the gateway to the Far East and Alaska, then the Panama Canal raised it to new power and greatness,” adds *The World*. But now, exults the Seattle *Times*, Seattle is the gateway to Alaska, and has been since 1900, “and soon she will be the gateway to the Far East, for the simple reason that Seattle is nearer the Orient, over the ‘great circle,’ and because the development of coal deposits in Alaska will enable vessels to stop midway at some point on the Aleutian Peninsula for coal, thus saving valuable cargo space and millions of dollars each year.”

Of the salubrious climate of Los Angeles, its fruits and its flowers, of its desirability as a place of residence, all have heard. But, says *The Times*, of “the town of Our Lady,” etc.:

> “Strategic location with reference to trade by land and sea, ability to manufacture and market in enormous quantities the commodities that people demand, and a surrounding territory of great agricultural productivity—these are the foundation-stones upon which mighty cities are reared. Los Angeles has them all.”

Coming back to Detroit, we find that “more than a million people live within the city limits of the city,” according to the Detroit *News*. The apparent discrepancy in the census estimate and the figures of *The News* is explained by the odd fact that the city of Highland Park, with 46,599 inhabitants, and the “village” of Hamtramck, with 48,615, are entirely surrounded by Detroit. In the last twenty years, we are told, Detroit has quadrupled in population; now, asserts *The News*, it is “the chief industrial and manufacturing community in the North-American continent.” We read further that “there were only 5,741 negroes in Detroit in 1910; there are at this time about 70,000 there, or an increase of more than 1,000 per cent.” The Baltimore *News* thinks the city has “grown a little too fast for comfort,” and that “if anything happens to the automobile industry, Detroit will blow up like a ‘busted’ tire,” but the Charleston (W. Va.) *Gazette* opines that if anything “happens” to the automobile industry, “it will be standardized in a decade or so, and the number of manufacturers reduced to about twenty-five.” In which case we may be sure that Detroit will continue to turn out “automobiles and Fords,” in the words of the newspaper paragrapher.

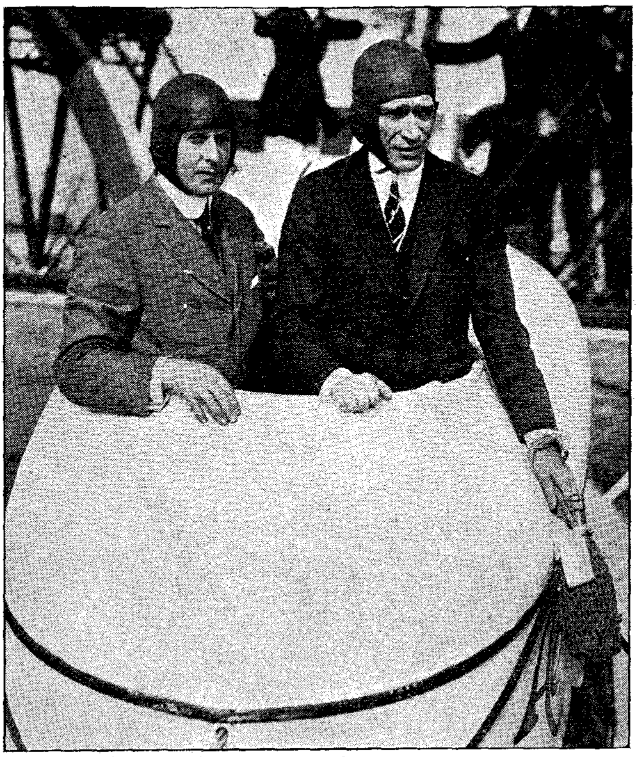


EVIDENCE THAT WE CAN HOLD OUR OWN IN AIRPLANE BUILDING,

If our manufacturers are protected from the "dumping" of obsolete British planes on our market at prices below cost. This is the L. W. F. "Giant," built in the United States for the New York-Omaha mail service, but taken over by the Army. It has three Liberty motors.

THE BRITISH AERIAL INVASION

"IS ENGLAND PLANNING TO CONTROL the world's air-lanes as it dominates the seas?" asks the Chicago *Daily News*. *The Sun and New York Herald* answers "Yes," most emphatically, and the New York *Times* also declares that "Great Britain plans to be mistress of the two elements in which navies now make war—the sea and the air." This apprehension on the part of these representative papers is caused, we are told, by "wholesale dumping of obsolete airplanes, England's war-surplus, in the United States," and the shipping of a large number, according to the Seattle *Post-Intelligencer*, "to Japan and to England's colonies, where air-routes are being established." Furthermore, observes this paper, if British planes which have been sold to a syndicate at one per cent. of their actual value are "dumped" into this country, "it means that lines established by these planes will continue to use foreign planes, motors, and spare parts, and that the aircraft factories of this country will have no chance to develop. In case of an emergency, therefore, America would find herself in much the same position as she was at the beginning of the war with Germany." It is also pointed out by no less an authority than General Menoher, Chief of Air Service, that these British airplanes have been in storage since the armistice, and that "the life of an airplane is about two years, even when stored under the best conditions." The General believes the unrestricted admission of the obsolete planes would "jeopardize the industry in this country and break down our own national defense."



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GOV. EDWARDS CHRISTENING A HYDROAIRPLANE.

It is the "Aeromarine S-5 L-Navy Cruiser," the largest civilian-owned flying boat in the United States. Despite the nation's aridity, the bottle contained champagne.

American aeronautical engineers and airplane manufacturers also point out that they "do not desire protection against British airplanes as such," for "American-designed and built machines hold all important altitude, speed, and endurance records except Sir John Alcock's," and, "on the same basis, American manufacturers can build machines at from twenty-five to fifty per cent. under the British in cost."

In spite of the fact that twenty years of aeronautical development were crowded into four by the war, as experts agree, General Menoher tells us that "the airplane industry still is developing very rapidly"; that new models, motors, and improvements of to-day may be obsolete in six months, and therefore "it is of vital importance that the airplane-manufacturing industry be built up in this country instead of discouraged, so that we may have it to fall back upon in case of an emergency." And America soon would have no aircraft industry if salvaged, obsolete, dangerous airplanes that have been in storage since the armistice were brought into the American market and sold at less than half their cost, say other air-service officers. In a *résumé* of the threatened encroachment, *The Sun and New York Herald* says:

> "By this deal the British Government gets rid of obsolete and obsolescent machines, engines, and other paraphernalia and clears the decks to encourage air-ship- and engine-makers to turn out advanced models. It stands to receive something out of the profits made on the stuff it has sold. But, more than this, the Government has put the purchasing syndicate in a position to sell air-ships abroad at prices no commercial manufacturer can pretend to meet. If any country allows the sale of these British air-ships at the prices at which they are offered that country will smash its native commercial air-ship business as flat as a pancake. Not only will these accumulated air-ships, ready for immediate delivery, fill the demand in any country which admits them, but the parts to be used in their maintenance must all come from England, and the hold on the market obtained by British manufacturers in this way will endure for years.
>
> "But America and Americans do not want their air-ships or their air-ship policy made in England. America and Americans do not want British air-ships dumped here to smother our air-ship industry. America and Americans want the American air-ship industry in all its branches encouraged, not for the profit of individuals, but for the defense of the nation."

"There is no market for these English machines in Great Britain. And Canada, Australia, and France have enacted laws prohibiting the importation of them," declares the New York *Tribune*. "America is the only country where this surplus war-material can be disposed of." Britain herself, we are told, has shut her doors absolutely against the competition of French airplanes and motors. The Chicago *Tribune* warns us that this proposed aerial invasion means–

> "an end to practically all progress in aircraft production and improvement in the United States. It means that while European nations are developing aircraft for commerce, and so for the emergency of war, the United States is almost at a standstill. It means the nation is in danger of losing the opportunity to lead and profit by an industry which promises to become one of the greatest of the century. It means that we leave ourselves open to commercial attack upon our prosperity and military attack upon our safety.
>
> "American aircraft production should be protected from such restrictive competition by whatever special duties are necessary. In addition it should be fostered by every legitimate governmental resource. England, France, Germany, and Italy are doing it by subsidies, prizes, and special laws and appropriations. They are doing it because they realize it will pay. The United States should do as much, and do it before we are hopelessly outdistanced."

That the presence of some of these British machines in the American market already has adversely affected American airplane designers and constructors is indicated by the plans of the Curtiss Company, which claims three-fourths of the output of the entire American industry, to abandon plans for the manufacture of commercial airplanes, and the closing down of six of its factories. "We are going out of the business of trying to compete on a commercial basis with war-machines sold on a salvage basis," declares its vice-president. "This decision," notes the New York *Evening Sun*, "means the smash-up of a great and elaborate war-engine sorely needed by this country," and the Brooklyn *Standard Union* adds significantly that "the airplane is too vital to be neglected even in times of peace." "Our aerial arm has dwindled," the New York *Evening Post* asserts, "until we have but a handful of pursuit and bombing planes—not enough to put one first-rate combat squadron into the field; the Government can afford to encourage domestic airplane development for the sake of preparedness." And *The Post* goes on:

> "These British machines are unsuited for commercial purposes, and some of the samples which have been sent over are unairworthy, in the opinion of experts who have examined them. There is danger in the possibilities of allowing these airplanes, which have been in storage for eighteen months or more, to come into the hands of many users. Grover Loening [a well-known former army aeronautical engineer] has said that the question of whether the dumping of foreign planes would break down the industry was secondary to the responsibility which rested on Congress to protect the American public from the use of machines 'rendered dangerously uncertain by age and overseas shipment.'"

England, the Sioux Falls *Press* tells us, "while expending enormous sums in the development of aviation in her own country, is doing all she can to discourage it in others, thus increasing her own superiority in the air." But in the United States—the birthplace of flying—we are informed by the Washington *Post:*—

> "The domestic aircraft industry is in a bad way enough at present. It is ninety-five per cent. liquidated. The statement has been authoritatively made that one company, which formerly utilized the services of 20,000 persons, has now only a little more than 1,000 employed, and that there are not more than 2,500 mechanics in the entire country engaged in the production of aircraft."

"Why is it so fearfully difficult for this country to learn by experience?" asks the Chicago *Herald-Examiner*, and the Dayton *Herald*, which has watched the evolution of the airplane from the first experiments of the Wrights, warns us that "America is being outdistanced by other governments." Besides, adds this paper, "the more the United States falls behind in aviation, the greater the effort that some day will have to be made to catch up." At this moment, declares the New York *Times*, "the United States is far in the rear of Great Britain in the aerial competition, and it will be a long, stern chase to overtake her."

TOPICS IN BRIEF

Coolidge is a good name for a summer campaign.—*Mobile Register.*

Fling the monkey-wrench in, Brother Hiram, fling her in.—*Houston Post.*

Debs isn't one of those Presidential candidates without any convictions. —*New York World.*

Cuba would be sure to regard the nomination of a wet candidate as an unfriendly act.—*New York World.*

How can you expect to buy a cigar for five cents with vegetables as high as they are?—*Nashville Tennessean.*

No census report can possibly make Marion, Ohio, look as large as it is feeling just now.—*New York Evening Sun.*

It would lend a sporting touch to the general situation if there were an open season for profiteers.—*Philadelphia Inquirer.*

The man who is following a plow wonders why in thunder Wilhelm raised such a row about a place in the sun.—*Nashville Tennessean.*

Mr Gompers says that strikes are a blessing to society. Must be one of those blessings in disguise.—*Nashville Southern Lumberman.*

Germany says it has obeyed the Treaty so far as is "humanly possible." Time now, then, to show some of that superman stuff.—*Philadelphia Inquirer.*

Governor Lowden proposes to limit the Presidency to one term. But they'll have to make it a life term if some of the candidates are to get back what they have spent seeking the nomination. — *Nashville Southern Lumberman.*

The dry decision was handed down by a full court.—*Houston Post.*

On the Irish question, however, the G. O. P. refused to stand Pat.—*Columbia Record.*

We cry loudly for a man of vision and when we get one we call him a visionary.—*Brooklyn Eagle.*

Europe's theory is that a Good Samaritan always has something up his sleeve.—*Nashville Tennessean.*

There is no doubt about who will be the central figure in the history Wilhelm is writing.—*Nashville Tennessean.*

Many Mexicans have attained the Presidency, but they never reach the goal of the ex-Presidency.— *Washington Post.*

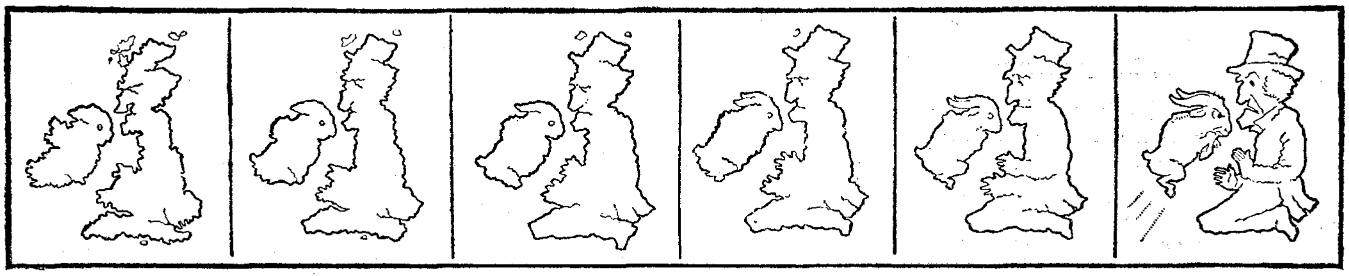
Germans are mistaken if they think peace is expensive. It is the cost of war they are still paying.— *Wall Street Journal.*

Russia hasn't been admitted to the League of Nations, but she knows where all the knot-holes in the fence are.—*New York World.*

Oddly enough, announcement of further improvement in Mr. Wilson's health came the day after Congress adjourned.—*Nashville Tennessean.*

Since the latest decision of the Supreme Court there has been talk in New York of closing the saloons and stopping the sale of liquor in hotels.—*Chicago Tribune.*

New York's population would be 50,000,000 instead of 5,000,000 if they counted all of those who register from New York at the small-town hotels. —*Nashville Southern Lumberman.*

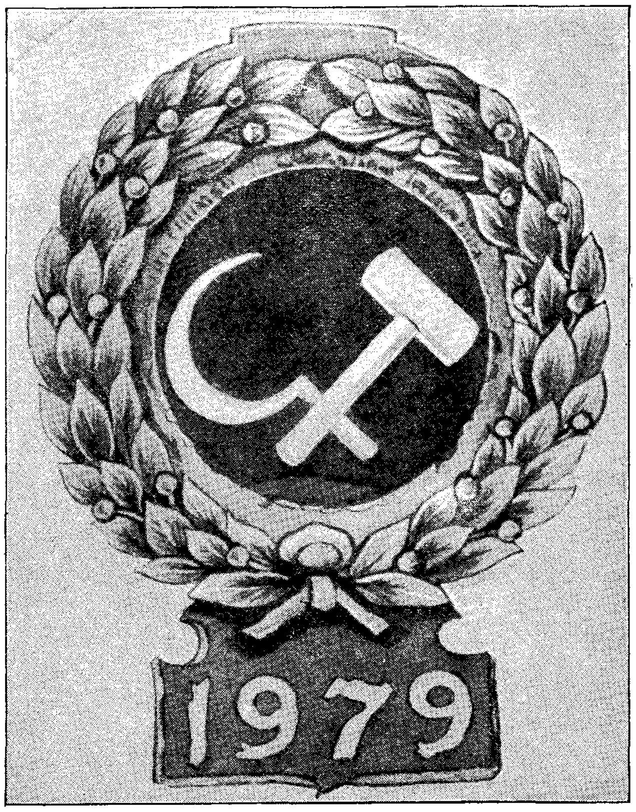


EVOLUTION OF THE BRITISH ISLES. —Knott in the Dallas *News.*

FOREIGN - COMMENT

A PROPHECY OF RUSSIA'S RESURRECTION

RUSSIA'S RESURRECTION is not far distant, and when this miracle comes to pass it will stir the world not less than Russia's collapse. This is the prophecy of *Struggling Russia* (New York), a Russian weekly of liberal tendencies, which says that while it is difficult to predict what will happen in Russia after the downfall of Bolshevism, which "may be expected at any moment," there is no doubt that the final result of the ensuing political and social processes will be the "establishment of a democratic régime in Russia." A return to the old order is impossible, according to this organ—first, because "the Russian people will not stand for it"; and, secondly, because the international situation is "not such as to encourage reaction in Russia." The present Russian situation, we are told, is marked by two phenomena, one of which is the grave crisis through which Bolshevism is passing, and the other the progress the Russian Army is making in the struggle against the Poles and also in its successful advance in the Caucasus and in Persia. This weekly proceeds:



THE BOLSHEVIK BADGE.

A wreath enclosing a sickle and a hammer, with a number below.

"These two phenomena, altho seemingly contradictory, point to the fact that while the Bolshevik régime is on the eve of a breakdown, the Russian people are alive and, even under the utter disorganization brought about by the Bolshevik rule, are capable of defending their dignity and their rights. The Russian people struggle against the Polish advance because they understand that this advance is not inspired by any desire on the part of the Polish people to safeguard themselves against the menace of Bolshevism. The Polish demand for nine Russian provinces (*gubernias*), in addition to the territory granted them by the Peace Conference, their demand for a Russian territory equal in size to that of Germany, is an unmasked desire to cut off a slice of the prostrated but still living body of Russia, taking advantage of the temporary difficulties through which the Russian people are passing at present."

As testimony that the Bolshevik régime is on the eve of a breakdown, *Struggling Russia* offers the report of two representatives of the Cooperative Societies, Messrs. F. I. Schmeleff and N. V. Makeff, lately returned from Moscow, who relate that—

"Russia's industry is ruined, the railways are working very poorly, trains running only twice, or even once, a week, and the rolling-stock is destroyed. At the mills and factories there are no raw materials, fuel, or organized labor. The majority of skilled workmen are engaged on various government duties, and those of them who have not yet broken their connection with the villages have gone back there. The workmen who remain are bound by an iron discipline, and every breach of regulations, even of such as are practically impossible of observance, is punished by fine or arrest. On these grounds, and mainly in matters relating to the food supply, strikes occur, which are always suprest in a pitiless way. . . . The town population is dying out in the literal meaning of the word. The yearly mortality in Moscow has reached 112 persons per thousand. Typhus is raging in the villages and to a still greater extent in the towns and along the railways. Medical aid in the towns is scarce, while in the villages it is almost entirely non-existent. There are no drugs at all. Compulsory labor and the collection of products as taxation in kind greatly irritate the population. By every means in their power the people are trying not to carry out the obligations imposed on them, and are carrying them out only under the pressure of physical force and terror."

Struggling Russia also cites the Bolshevik leader, A. Rycov, Director of the Council of National Economy, as saying that—

"Of the four thousand industrial establishments (nationalized in Bolshevik Russia) only two thousand are working at present. All the rest are closed and idle. The number of workers, at a rough estimate, is about one million. Both in point of number of workingmen employed as well as in point of numbers of establishments still working, the manufacturing industry is in the throes of a crisis. . . .

"Before the war the percentage of disabled locomotives, even in the worst of times, never rose above 15 per cent. At the present time, however, we have 59.5 per cent. of disabled locomotives, *i.e.*, out of every one hundred locomotives in Soviet Russia sixty are disabled and only forty capable of working. Before the war we used to repair up to 8 per cent.; this percentage after the November revolution sometimes dropt to 1 per cent."

It is not surprizing, therefore, to *Struggling Russia* that an American efficiency engineer, a Mr. Kelly, who was invited by the Bolsheviki as an adviser on the industrial situation, "submitted to Lenine a secret report with conclusions of very skeptical nature." These conclusions, as summarized in *Struggling Russia*, read as follows:

"1. The attitude of the peasantry is antagonistic to the Soviet Government.

"2. That of the cities also.

"3. The economic life of Soviet Russia has come to a complete standstill.

"4. The Government will not be able to remain in power longer than another nine months.

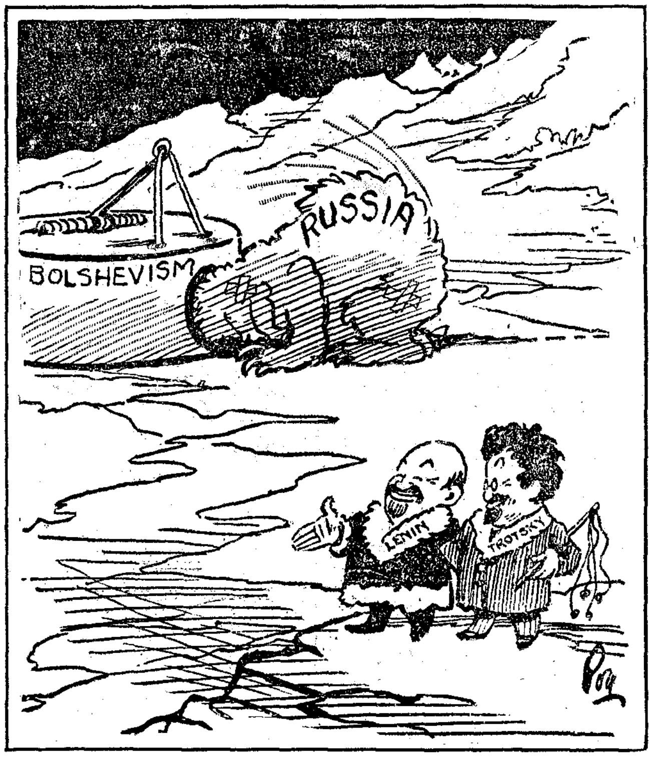
"5. The only possibility of salvation lies in peace with Europe, and not with the European 'comrades,' but with the *bourgeoisie*."

Another prediction of Bolshevism's rout from Russia comes from Mr. Jan Seljamaa, Vice-Chairman of the Esthonian Constituent Assembly, and the leader of the Esthonian Labor party, lately returned from Moscow and Petrograd, in a conversation with a Reval correspondent of the London *Morning Post.* He says that Trotzky's "much-heralded labor army is notoriously a failure, and as far as it is being operated at all, it is on a basis of bonuses or premiums for work done." Moreover, labor meetings and other demonstrations are planned in order to "delude strangers visiting the country under Bolshevik auspices," and they have become "a matter of jest" in Moscow. Mr. Seljamaa describes the Bolshevik movement as "an alien movement founded on ignorance and the exploitation of it," which was bound to fail, and, indeed, as a movement "has already failed." He is further quoted as saying that—

> "The change would probably not come in the form of a definite counter-revolutionary uprising, but through a series of rapid adjustments. Even now the Government, despite its despotic and unscrupulous control, is finding it necessary to trim somewhat to the popular will, and this trimming process is likely to be expedited by the growing universal discontent and misery. The essence of the matter is the struggle which will take place between the energetic conscienceless group of self-seeking foreigners and the generally easy-going Russian temperament. The latter, tho it will endure much before bestirring itself, will not accept indefinitely the existing horrible conditions. Few if any of the present leaders will be permitted to remain in power, once the Russians themselves take matters in hand."

As to the establishment of the "independent" republics in the Caucasus, *Struggling Russia* avers that the Caucasian population was obliged to proclaim its independence in April, 1918, against its will, under the pressure of Turkey, and is still obliged to maintain its independence "not only because it naturally resents the Bolshevik rule from Moscow, but also under the influence of some of Russia's former allies, who do not hesitate to take advantage of Russia's temporary misfortune, and to perform the partition of Russia very much along the lines of the treaty of Brest-Litowsk." We read:

> "Russia lies prostrated—otherwise these Prussian-like experiments would not be possible. But she is still alive, and the successes of the 'Red' Army, which is now built on the principle of universal service, and therefore, to a certain degree, reflects the Russian national spirit, demonstrate this fact to the world. The people of Russia—altho bled white by the three years of active participation in the war, which cost Russia twelve million casualties, and exhausted by the additional two and a half years of revolution and civil strife—are still alive, and the 'Red' Army, in its last successful movements, reflects the deep indignation which the Russian people feel toward every one who tries to mutilate the body of Russia. This spirit is the omen that Russia's resurrection is not far distant.
>
> "Russia will reappear before the world as a democratic state and, we are sure, as a united state. At this moment, when imperialists and adventurers of every kind are slicing the living body of Russia, we consider it our duty to say that the peoples of Russia to whose right to self-determination the imperialists of various kinds usually appeal, 'determined themselves' long ago, and their determination is to remain with Russia."



THAT MYSTERIOUS ATTACHMENT.

THE TWO—"What we say is, if he doesn't love it, why does he stick to it like that?"

—*Evening News* (London).

SYRIAN PROTESTS AGAINST ZIONISM

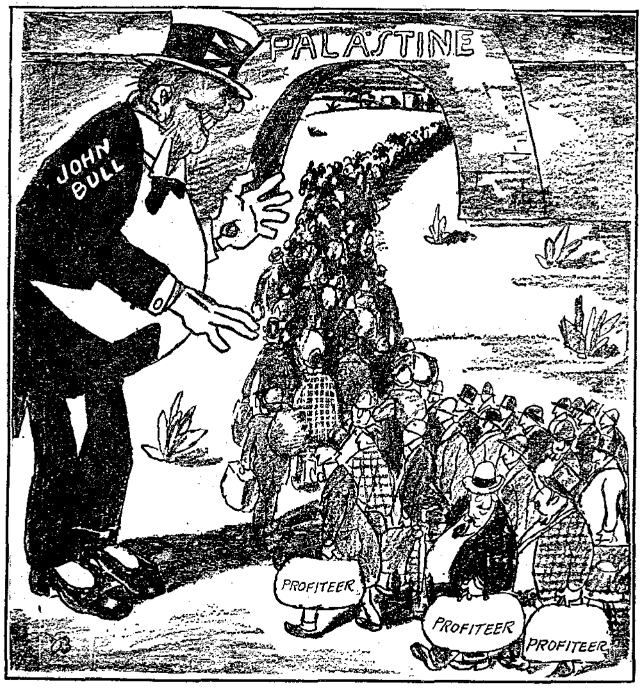
"PALESTINE FOR THE PALESTINIANS" is the cry of protest against making Palestine "the national home of the Jews," uttered with ever-increasing vigor by the native Christian and Moslem population of the land. Meanwhile the policy of the British Government in the exercise of its mandate for Palestine is officially announced in a statement to the press by Sir Herbert Samuel, High Commissioner for Palestine, in which we read that complete religious liberty will be maintained in the country and "places sacred to the great religions will remain in control of the adherents of those religions." Civilian administration in the higher ranks will be entrusted to British officials of ability and experience, we are informed, while the other ranks will be "open to the local population irrespective of creed." On the subject of the Jews it is announced that—

> "In accordance with the decision of the Allied and Associated Powers measures will be adopted to reconstruct the Jewish National Home in Palestine. The yearnings of the Jewish people for two thousand years, of which the modern Zionist movement is the latest expression, will at last be realized. The steps taken to this end will be consistent with scrupulous respect for the rights of the present non-Jewish inhabitants."

From the Arabic press we learn that opposition to Zionism is based not so much on religious ground as on economic and national consideration, for the Palestinians in the great majority are Arabs, Mohammedans, and Christians who have "awakened to a new and vigorous national consciousness since the war, and because of the repeated promises of the Allies to give them their long-desired national independence." They consider themselves Syrians and their country as "southern Syria," and it is averred that the economic, racial, cultural, and political interests of the Syrians and the Palestinians are identical. The "Zionist peril," as the people of Palestine call Zionism, it appears, began to loom on the horizon after the Balfour declaration of 1917, which committed England to the support of the Zionist movement. The Palestinians were not slow to express their official disapproval of this step, for soon after the meeting of the Peace Conference delegates from all parts of Palestine formed a Congress, and on December 27, 1919, forwarded to Paris a strong protest against Zionism. In this protest, as published in the Arabic newspaper *Mirat-ul-Gharb*, we read the following:

> "If it is possible for France to establish Alsace-Lorraine as French land, when it had been annexed by the French for only two hundred years, before which it was German, how can it be possible to obliterate our sovereignty over this land, which has lasted for 1,200 years, and while its sons are still masters of it? How can the Zionists go back in history two thousand years to prove that by their short sojourn in Palestine they have now a right to claim it and return to it as to a Jewish home, thus crushing the nationalism of a million Arabs?"

In the view of some Arabic newspapers, Zionism has consolidated the Moslem and Christian natives to a degree undreamed of before, and attention is called to public demonstrations against Zionism in which Moslems and Christians were ranked on the same side, whereas often in the past they were pitted against each other. The entrance of the English into Palestine, we are told, was hailed joyfully by native Palestinians, who hoped England would give ear to their national desires and their earnest protest against Zionism. But when it became evident that England would carry out the Balfour policy to make Palestine a national home of the Jews, the Palestinians turned their faces to Syria to King Faysal and his Nationalist supporters as the means of their salvation. It was only on this platform of "liberation from the Zionists" that the Palestinians joined the Syrian Independence movement with Faysal at its head. It is, therefore, wholly erroneous to regard any possible concession on the part of King Faysal to the Zionists as an indication of the will of the people, we are advised, for there is no doubt that whatever concessions King Faysal accorded were merely political expedients. This is clearly evident, it is said, from a conversation between King Faysal and a certain Sid Hasan Sidki ad-Dajjani, a Mohammedan patrician of Palestine and a scion of the noble family of the Prophet. In this interview, which appeared in *al-Bark* (Jerusalem), King, then Prince, Faysal thanks the Palestinians heartily "for their consummate zeal in serving the cause of their nation and home." "I assure you," he said, "that had it not been for them I would not have been in Damascus now. I shall not forget Palestine and its great service. We shall never be happy unless this blessed spot enjoys perfect freedom along with its sister Syria."



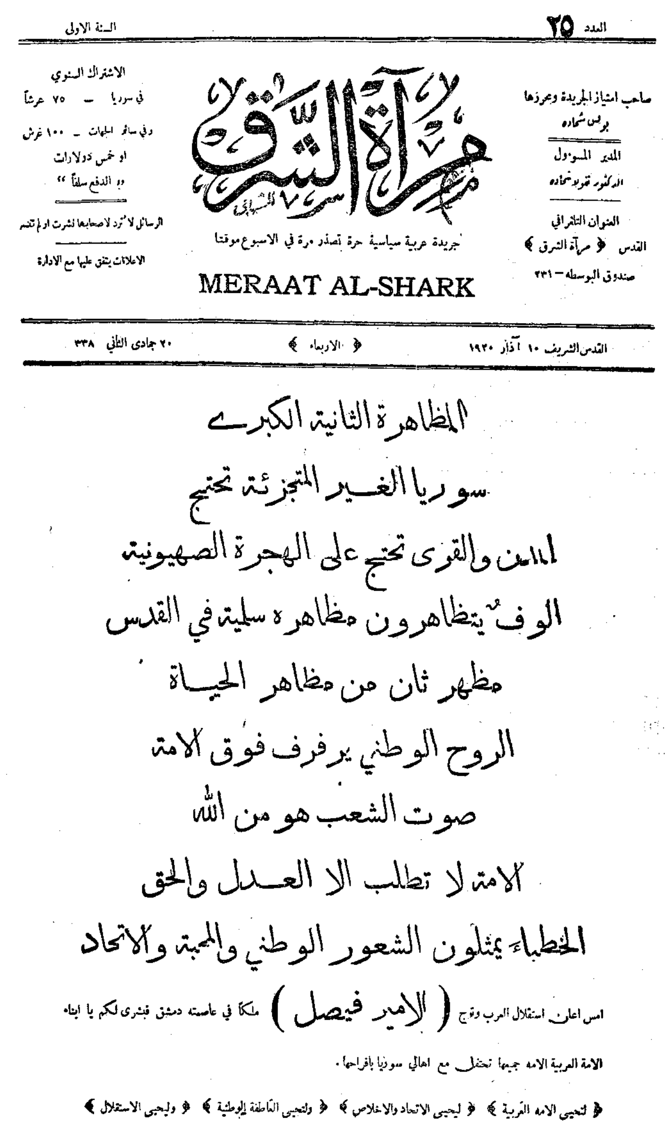
THE CHILDREN OF ISRAEL ENTER PALESTINE.
"Come unto me, all ye that are weary and heavily gold-laden—and I will take it from you."
—*Nebelspalter* (Zurich).

Regardless of this assurance Dajjani goes on to accuse Prince Faysal of entering into a secret understanding with the Zionists to establish a Jewish state subject to his empire. Dajjani gives the inner policy of Prince Faysal as it was personally learned from him, namely, that Prince Faysal believes the Jews to have a great influence on the politics of the world, and while he can not oppose them now, later he will "turn the back of the shield to them." In an editorial entitled "Justice," in the Arabic newspaper *Meraat Al-Shark*, we find the following bitter protest against the British plan:

> "Ancient and modern nations alike have followed a definite law in war. They have either placed a strong garrison in the land to govern it by force or have carried the conquered people captives to distant places, which makes them forget their native land, and relieves the victorious nation from their revolt and resentment. The latter was the method Sennacherib employed when he carried the Jews captives to Mesopotamia. But history has not yet recorded that a conquering nation has obliged the nation it had vanquished to accept a foreign people to live in a land they themselves had not conquered."

Another tho minor reason why Palestine should "remain with its own people," according to *al-Istiklal-ul-Arabi*, a Nationalist newspaper of Damascus, is that there "the sepulcher of Jesus Christ sheds its light," and "among the Arabs Jesus Christ, the Son of Mary, holds the same place as Muhammad bin Abdullah bin Abdul-Muttalab," and this paper adds:

> "Are the Zionists still unconvinced that our national rights are above theirs? Nay, the beautiful Jordan shall never be theirs tho they dye its waters with their blood. They shall not possess Palestine so long as the bells of the Arabic churches reverberate and the shadows of the Arabic minarets move across its clear waters."



العدد ٢٥ السنة الاولى

صاحب امتياز الجريدة ومحررها
بولس شحاده
المدير المسؤول
الدكتور تقويد شحاده
العنوان التلغرافي
القدس « مرآة الشرق »
صندوق البوسطه — ٢٣١

مرآة الشرق
جريدة عربية سياسية حرة تصدر مرة في الاسبوع موقتا
MERAAT AL-SHARK

الاشتراك السنوي
في سوريا — ٧٥ غرشاً
وفي سائر الجهات — ١٠٠ غرش
او خمس دولارات
"الدفع سلفاً"
الرسائل لا ترد لاصحابها نشرت او لم تنشر
الاعلانات يتفق عليها مع الادارة

القدس الشريف ١٠ آذار ١٩٢٠ « الاربعاء » ٢٠ جمادى الثاني ٣٣٨

المظاهرة الثانية الكبرى
سوريا الغير المتجزئة تحتج
المدن والقرى تحتج على الهجرة الصهيونية
الوف يتظاهرون مظاهرة سلمية في القدس
مظهر ثان من مظاهر الحياة
الروح الوطني يرفرف فوق الامة
صوت الشعب هو من الله
الامة لا تطلب الا العدل والحق
الخطباء يمثلون الشعور الوطني والمحبة والاتحاد

امس اعلن استقلال العرب وتوج (الامير فيصل) ملكاً في عاصمته دمشق فبشرى لكم يا ابناء
الامة العربية الامه جميعها تحتفل مع اهالي سوريا بافراحها .

« لتحيى الامه العربية » « ليحيى الاتحاد والاخلاص » « ولتحيى العاطفة الوطنية » « وليحيى الاستقلال »

TRANSLATION:

The second great demonstration.
Undivided Syria protests.
Towns and cities protest against the immigration of Zionists.
A second manifestation of national life.
The national spirit pervades the people.
The voice of the people is the voice of God.
The nation asks nothing but justice and right.
Speakers depict the national feeling, fraternity and union.

Yesterday the Arabs declared their independence and Prince Faysal was declared king in his capital, Damascus. Good news to you all, sons of the Arab nation! The whole nation celebrates with the people of Syria in its joy.

Long live the Arab nation—Long live unity and sincerity—Long live the national sentiment—Long live independence.

BRITAIN'S "CHANGING EMPIRE"

THAT THE OLD PREWAR BRITISH EMPIRE is "gone in the sense of colonies or subordinate nations clustering around one master nation" is the key-note of a statement by General Smuts, which is considered by certain British editors "very remarkable." It was elicited in an interview by a Cape Town correspondent of the London *Daily Chronicle.* General Smuts emphasized the need for British statesmen to give their prompt attention to the constitutional problem in the British Empire. He was equally emphatic regarding the grave situation in Central and Eastern Europe and the "apparent impotence of the League of Nations." To the correspondent General Smuts said: "Geographically, you are an adjunct of Europe, but politically you are also the center of a world-wide empire, and yet you do not seem to care about the fundamental constitutional changes brought about in the British Commonwealth by the war." General Smuts repeated what he has said before in public speeches that "the Russian Empire is dead, the German Empire is dead, the Austro-Hungarian Empire is dead, and so also is the Turkish Empire," but the "unfortunate thing" about the British Empire is that "the old machinery still remains," and then he added:

"It is astonishing that statesmen have not realized the anachronism of this. Bonar Law, explaining in the House of Commons the nature of dominion home-rule, declared that it was tantamount to a separatist republic. Surely not. Surely we are an organic union and form one whole, with the King as the connecting link, and dissolution of the union would be a revolutionary change.

"I have insisted on the constitutional change in the empire in my public utterances, and am astonished that others have not been equally imprest with its inevitability after what happened in the war and at the Peace of Paris. But the British people must realize this great constitutional fact—that there must be complete equality and freedom enjoyed by the sister states united by the King. Only on that foundation will the British Commonwealth endure.

"But in the future your constitutional problem is to find new formulas to fit new conditions. As you know, a formidable republican movement exists here. They are not all mad, the Nationalists.

"I do not know what the situation is in the other dominions, but I know they must have reached self-consciousness in the war and a sense of national pride and nationhood. Hundreds of thousands of soldiers have gone back to their countries with the feeling that they have done no worse than the soldiers from the British Isles.

"That self-respect and that sense of nationhood and of their position in the British Commonwealth are going to be reflected in the British dominions."

As to the future of South Africa General Smuts said this question was asked of him so often that it reminded him of the French Ambassador who once met Catherine of Russia when that remarkable sovereign was a young woman. "What an awful future is written on that brow," recorded the diplomat in his journal. General Smuts proceeded:

"We also in this country are supposed to have an awful future. Something dreadful is always going to happen.

"Well, we are making a great experiment. We are trying to make black and white live together in peace, and work out a civilization which does justice to both. We have our troubles and our difficulties, but we have not been, I think, altogether unsuccessful. That problem absorbs most of our attention to-day.

"This country does not wish to be selfish, but it wants to keep away from European entanglements. France, without the assent of her partners in the alliance, adopts most drastic military measures against Germany, calculated, one would suppose, to destroy the last vestige of government and to bring her to the condition of Russia. Russia is invaded by Poland, who has declared war upon her, for that is what it amounts to. Here is Poland, starving, kept going by foreign loans, making war on Soviet Russia. Formerly Poland was crusht between the upper and nether millstones of Germany and Russia. To-day her imperialistic action invites a repetition of the old process."

In view of the conditions in Eastern Europe, General Smuts asks rather satirically: "What, then, is the League of Nations doing that it can not stop this?" and he continues to raise very definite questions:

"It ought to have said to Poland, 'This can not be'; it ought to have prevented these operations, and yet the official answer in the House of Commons is: 'This is not a new war, but the old one. Great Britain was not consulted, and it is not a case for the League to interfere.' Who, then, is to interfere? Poland is an ally member of the League of Nations, and yet can not be checked in this enterprise.

"You can not defeat Russia. Napoleon learned that lesson, and now Denikin and Kolchak have learned it too. Sooner or later Pilsudski will likewise learn the lesson. Then when Lenine and Trotzky are marching on Warsaw he will come to the League perhaps for help.

"I am apprehensive. I see only chaos in all this, no authority or restraint. Old empires have disappeared. At least they kept smaller nations in order. There is nothing to put in their place, for the Great Powers see to it that the League has no vital force behind it. Are statesmen in Europe really deeply in earnest about the chaos to which the Old World is drifting?

"From this distance I gather that Bolshevism is moderating its violence. One can not always be mad. There must come a time when the fiercest fires die down. But the way to revive Bolshevism, to rally all Russia to the Soviet Government, is to invade the country and annex large slices of it. French missions and American munitions apparently enable Poland to carry on her offensive for the present. What do the Great Powers do? Nothing but shrug their shoulders."

Editorially, the London *Daily Chronicle* comments on General Smuts's statement regarding the transformation of the British Empire in these words:

"Smuts does not mean separatism, which he very strongly repudiates, but the establishment of equal status under the Crown between the governments of the dominions and the United Kingdom.

"We do not think he will encounter any opposition to this claim in principle from liberal-minded Englishmen. The difficulty is rather to find practical means of giving it concrete expression. A definite suggestion will, we assume, be forthcoming both from South Africa and from other dominions when the Imperial Constitutional Conference takes place next year.

"Meanwhile the more thoroughly the subject is ventilated in a friendly and constructive spirit the better."

WAR'S RESTFUL EFFECT—Certain British demobilized soldiers are not "putting their backs into it" as they did in prewar days, according to London dispatches which inform us that some employers complain that army life has "made men lazy." Everywhere it is said the same report is returned from banks, shipping houses, department stores, and other commercial concerns. Many managers "sigh regretfully" for the hard-working, efficient feminine staffs that "carried on" in the men's absence and have so quietly given up their jobs to make room for the returned men. These repining or severely critical employers, with some oversight of the very complex costs of war, are rejoicing, we are told, to have young new blood come into their offices —the youths who are only just merging into manhood and are "unspoiled and unwearied by war." On the other hand, it is pointed out that there are business men broad-minded enough to make allowances for the abnormal effect of war-experiences upon the demobilized worker, and one city magnate who employs a great number of people expresst himself on the subject as follows:

"In war-time all these men were forbidden to think for themselves. Initiative was a crime. They got into the habit of waiting for orders. This method, transferred into commerce, is fatal.

"However, for five years it was ingrained into the men, and they are not going to outgrow it all of a sudden. They have become slothful—there's no doubt about that. But many of them are battered men—wounded, or gassed, or victims of shellshock. What can you expect?"

SCIENCE-AND-INVENTION

SEAWEED AS FOOD FOR MAN AND BEAST

NATURE HAS LAID BY a vast and inexpensive store of food in the seaweed, according to Paul Gloess, a French investigator, who has conducted several experiments to prove that this product of the wave is as nourishing as grain for domestic animals, and, in various forms, may be served up to man as an appetizing dish when his palate hungers for something different. In some parts of the world this portion of the globe's visible food supply has long been known and used as additional or substitute fodder for domestic animals, and recent demonstrations, according to the testimony, will perhaps make it a permanent addition to the family larder. This investigator declares that since marine algæ or seaweed, especially those of deep-water origin, are composed essentially of nitrogenous substances and carbohydrates, they need only to have a portion of their excess mineral substance removed to be made very valuable from a dietary point of view. Of this sea growth that known as the *Laminaria* have been found to be particularly valuable.

One of the first experiments was made with army horses, the experiment revealing that *Laminaria*, when properly demineralized, are actually superior to oats, being richer in nitrogen. It was, therefore, decided to substitute this "algin nourishment" for oats in the feed of horses, and to observe the effect upon their general health and condition. Writing in *Le Moniteur Scientifique Quesneville* (Paris), Mr. Gloess states that six horses which were in bad condition and troubled with lymphangitis were divided into two lots of three each and experimented on by feeding one lot with the usual diet of oats, hay, and straw, and the other with demineralized algæ. As a result, "this second lot of horses upon being examined at the end of three weeks were found to have gained 6 per cent. of their own weight, while their general condition was perceptibly improved and the lymphangitis had disappeared. The first lot of horses, on the other hand, were still in bad condition, still suffering from the original malady, and showed no gain in weight."

This result led Mr. Gloess to repeat the experiment with the greatest particularity as to details upon two lots of horses containing twenty each. This test, under the control of a veterinary surgeon at a camp near Paris, was continued for two months. At the end of the period the horses receiving the usual rations had increased in weight by an average amount of 1.85 kilograms, while those fed on the algin rations had gained an average of 12.50 kilograms, or more than six times as much as the horses receiving the normal feed. The algin rations used in these experiments consisted of *Laminaria* treated by a process devised by Mr. Gloess. The interesting fact that the new fodder not only nourished the animals, but cured them of disease, is attributed to the traces of organic iodin remaining in the seaweed after the demineralization. Later experiments conducted by Messrs. Saubageau and L. Moreau, and reported to the Academy of Sciences, confirmed the value of the new food. It was discovered that a certain time was required for the animals to become accustomed to the taste and habituated to the digestion of the weed, after which it was found that the new rations not only kept the horses in good condition and furnished energy for their work, but apparently were of distinct aid in the assimilation of the ordinary food.

The new fodder has also been used with good results for the feeding of sheep, cattle, and swine, as well as chickens, ducks, and geese. When first employed it is preferable to mix the weed with the food to which the animals are accustomed.

There is every reason to believe, too, it is pointed out, that, when properly prepared and seasoned, this new food will be a valuable addition to the human larder. As a matter of fact, it has long been used by the people of the Far East. After being demineralized, the algæ can be put on the market in different forms, either in its natural state, or chopped into small pieces, or, if desired, in the form of flour or of paste. Besides the *Laminaria*, the brown algæ, such as what is known as the fucus, can be employed. These, however, are not only less rich in nitrogen, but their cellulose is less digestible than that of the *Laminaria*. They are considered more suitable by the investigators for the feeding of ruminants than of man and non-ruminating animals. The inhabitants living near the shores of Ireland, Scotland, Norway, Sweden, and Finland, and near the shores of other countries which are poor in cereals and fodder, have long been in the habit of feeding their domestic animals with the fucus seaweed, which grows near the shores. Respecting these, Mr. Gloess says:

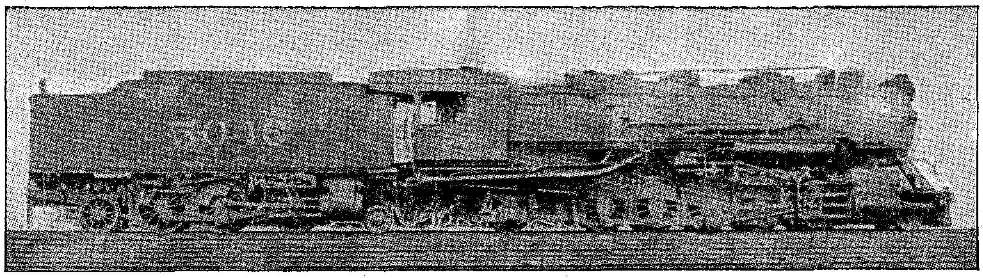
> "The marine algæ found near the shores not only naturally contain a smaller amount of the salts of potash and iodin than the *Laminaria*, but are, because of their more elevated zone of growth, more often subject to a leaching by the rains which frequent the shores of these regions. Hence these algæ have a portion of the mineral salts which form an obstacle to their use as food removed by natural means. It is found, indeed, that the animals instinctively refuse to eat the algæ which have not been at least partially freed from their mineral salts. Some persons have endeavored to simplify my method of demineralizing the algæ, which consists in a methodical washing of them with chemically prepared water—some advise simply washing the plants in fresh water without attempting to recover the salts they contain, while others advise using the algæ just as they come from the sea, charged with all their salts. Both of these are quite wrong.
>
> "The *Laminaria* contain an average of 30 per cent. of mineral salts and the fucus 20 per cent. These salts are very injurious when taken into the body, since they contain a large proportion of potash salts which are a cardiac poison. On the other hand, they form an extremely valuable fertilizer of which our soil is much in need. Evidently, therefore, when we fail to remove their mineral salts from algæ to be used as fodder, we are both feeding poison to our domestic animals and are wastefully failing to reclaim a valuable fertilizer."

The results of his investigations lead this researcher to believe that we have a valuable food in the seaweed, and that, like the potato, it has been too long ignored. He concludes:

> "The algæ which produce this valuable form of food are all the more interesting because they grow in the sea, in that nutritive fluid which, unlike the earth, not only is never impoverished and thus has no need of fertilizers, but which without any cooperation on the part of man continually enriches itself, becoming more and more fertile. Let me repeat what I said in this very journal in 1916 and again in 1919, that it is unconscientious, if not actually criminal, particularly in a period of scarcity such as this, to continue to consume by fire organic matter which constitutes a valuable food.
>
> "In Europe alone, 1,200,000 tons of marine algæ, on an average, are gathered for the requirements of the iodin industry alone, while much larger quantities are collected to be used as a fertilizer. All this valuable material is burned for the mere sake of its ashes and thus the organic matter it contains is destroyed."

MAKING THE TENDER HELP PULL

Why should not the tender of a locomotive do its share of the pulling instead of being dragged along as so much dead weight? "Tractor tenders" have, in fact, been in use for some time on certain roads, especially in England, where they were first introduced as early as the '60's of the last century. It was reserved for an American road, however — the Southern —to employ the running-gear of a discarded engine by mounting on it the tender of another engine, thus converting the latter into a duplex tractor. The tender, of course, has no boiler, and its motor apparatus must be supplied with steam from that of the parent locomotive; but it is found that the supply is quite sufficient for both, and, if not, the auxiliary cylinders under the tender can be disconnected at any time. Says Herbert T. Walker, writing under the title, "Two Engines in One," in *The Scientific American* (New York):



Illustrations by courtesy of "The Scientific American."

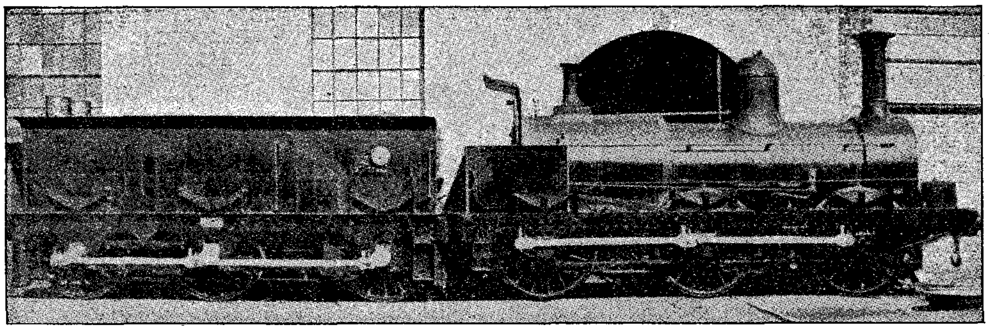
THE TENDER HELPS PULL IT.

Southern Railway duplex locomotive, in which the tender is carried on the underbody of an old engine, which contributes to the motive power. The extra power is used on steep grades.

"With the constant increase in the cost of labor, fuel, and all material, it has become necessary to utilize every pound of draw-bar pull the locomotive engine is capable of. Until recent years, the tender of a locomotive has been a paying load only in so far as it has served to keep the engine supplied with coal and water; but beyond this it has been a dead weight, and, as many tenders weigh about 175,000 pounds, this is now a serious consideration.

"The management of the Southern Railway has been contending with the problem of operating a line having an unusual amount of curvatures and heavy grades, one representing a continuous ascending grade of 4 per cent. for a distance of three miles. A solution of the difficulty has been reached, after much experimental work, by utilizing the cylinders, frames, and running-gear of old Mogul and consolidation locomotives withdrawn from service, and placing them under the tenders of the regular Mikado type of road engines in use on that line.

"The first of these 'duplex' engines made its initial trip in March, 1915, and since that time a large number of them have been put in service with highly satisfactory results. It appears that the tax on the steam supply from the boiler of the main engine is not excessive, since the duplex engines operate over rolling grades, permitting the steam tender to run idle as opportunity offers. Furthermore, it is found that with the addition of fire-brick arches, feed-water heaters, and other improvements to the main engine, there is ample steaming capacity to supply all four cylinders through a period of fifty minutes. By careful research it has been demonstrated that by the use of the steam tender the hauling capacity of a locomotive so equipped is materially increased without complicating its design or in any way interfering with the comfort or convenience of its operators. A very important feature in connection with this improvement is the fact that many light locomotives which, in the ordinary course, would be relegated to the scrap-heap, may now have the old boilers removed and the tanks of the standard engines mounted on the old locomotive frames, utilizing the entire engine to get the increased tractive power at very small expense. . . . . . .



AN EARLIER BRITISH TYPE.

The Great Northern steam-tender coupled up with its master engine. Like the present Southern Railway model, this auxiliary power-plant got its steam from the boiler of the regular locomotive, which has a producing capacity greater than the consuming ability of its own cylinders.

"The main steam supply to the tender engine is by means of a three-inch pipe connected to the header of the superheater and extended back along the boiler and under the cab, where it is coupled to a pipe having flexible joints leading to the valve chests. To provide an additional supply of saturated steam when working on heavy grades, a small pipe is led from the boiler head to the three-inch steam-pipe. The throttle and auxiliary valves and the power-reversing gear of the steam tender are independent of the same parts on the main locomotive and are all controlled from the cab by levers within easy reach of the engine driver. The exhaust steam is conducted by a five-inch pipe to the rear of the tender."

These duplex locomotives, we are told, have demonstrated that the gain from the tractive effort of the auxiliary, notwithstanding the reduction of boiler-pressure, amounts to more than 30 per cent. increase of tonnage over similar engines having the ordinary tenders. It is not necessary to build new equipment to get the benefit of these improvements, but the plan is also to be introduced into some new engines built by this road. The tenders of standard Mikado locomotives will be fitted with locomotive wheels and running-gear. The writer goes on:

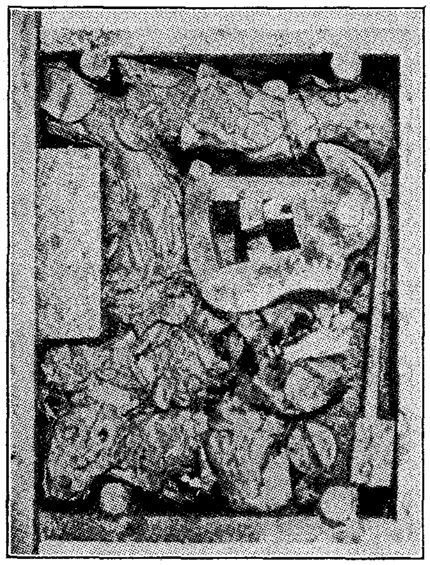
"Fluctuations and reductions in the steam-pressure of the front engine are much more than offset by the power derived from the auxiliary engine, making it possible to increase the train haul in certain districts where the grades are favorable about 30 per cent. without materially increasing the cost for fuel, as the tender-engine is only used for short periods at a time and but little additional firing is required.

"Of course, steam-tenders are not new, but the idea of utilizing the running-gear of discarded locomotives seems to have originated with the mechanical officers of the Southern Railway. Locomotives with auxiliary power have been in use for some years, notably on the Erie Railroad, and some engines on the Virginian Railway are used with success. It is also of historical interest to know that tractor-tenders for freight-engines were running on the Great Northern Railway (England) in the early '60's. The present writer saw many of these engines at work, and they attracted much notice, not only by the great length of their trains, but by the puffs of exhaust steam which issued from the rear of the tender. . . . . .

"The hauling power of these steam-tender locomotives was nearly double that of the ordinary engines of the same class."

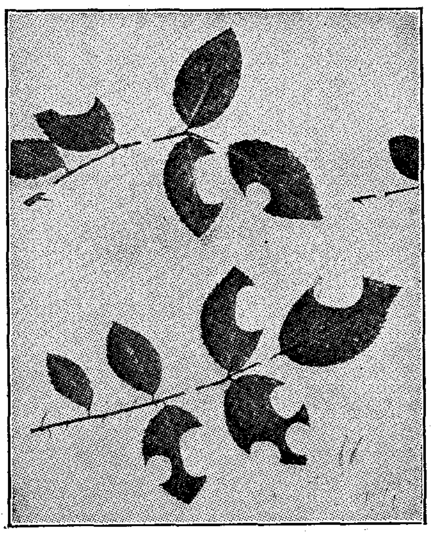
A BEEHIVE IN A SLEEPING-CAR

RECENTLY a sleeping-car was left for several days on a side-track at Severn Tunnel Junction on the Great Western Railway (England). When it was again coupled to a train, an employee discovered that its locks had been taken possession of by bees—one lock by the "leaf-cutter" bee and the other by a "mason" bee. On trying the key in the locks the bolts would not yield, and the locks were taken out and opened, with the result that the intruders were discovered. The following article, written over the initials of A. H. G. N., is reprinted from *The Great Western Railway Magazine* by *The Erie Railroad Magazine* (New York). We read:



INTERIOR OF LOCK INHABITED BY THE "LEAF-CUTTER" BEE.

"The 'leaf-cutter' bee is a very skilful artificer, so exact are the circles she cuts that a compass will fail to detect a fault. The 'Megachite,' as this insect is called, is smaller than the hive-bee. It is black, with a patch of white down on its head and a few reddish hairs on the thorax. The first three segments of the abdomen are also ornamented with white down. It makes its nest in tubes, lined usually with rose-leaves; but in their absence will use other leaves, such as those of fuchsia, lilac, or willow. The bee first works downward and then continues in a horizontal direction until a gallery of considerable length is formed. It is the formation and lining of this gallery that particularly excite our admiration. The cavity formed is filled with six or seven cells, wholly composed of portions of leaf of the shape of a thimble, the convex end of one closely fitting into the open end of another. The bee's first process is to form the exterior coating, which is composed of three or four pieces of larger dimensions than the rest and of an oval form. The second coating is formed of portions of equal size, narrow at one end, but gradually widening toward the other, where the width equals half the length. One side of these pieces is the serrate margin of the leaf from which it was taken, which, as the pieces are made to lap one over another, is kept on the outside, and that which has been cut within. The little creature now forms a third coating of similar materials, the middle of which, as the most skilful workman would do in similar circumstances, she places over the margins of those that form the first tube, thus covering and strengthening the junctures. Repeating this process, she gives a fourth—and sometimes a fifth—coating to her nest, taking care to bend the leaves at the closed end of the cell so as to form a convex termination. Having progressed so far, she then fills the chamber with a rose-colored conserve composed of honey and pollen, usually collected from thistles; and after depositing an egg she closes the orifice with three circular pieces of leaf which exactly fit the opening and are prest firmly down before she considers it safe. Eight or ten of these cells are constructed, fitting one into another, so that they look rather like a lot of little thimbles fitting closely one against another.



ROSE-LEAVES CUT BY THE "LEAF-CUTTER" BEE.

"The process of cutting these pieces of leaf is worthy of observation. The bee is no longer about it than we should be if we had marked them with calipers and cut them with a pair of scissors. Hovering for a moment over the rose-bush she has selected, she alights upon the margin of the leaf and commences with her long, four-toothed mandibles to snip the leaf. At the same time the edge of the portion of the leaf she is cutting off is passed between her legs and held at right angles to her body. When the piece is hanging by the last fiber she balances herself by her wings, to prevent falling to the ground; and directly the portion parts from the leaf away she flies with it still between her legs. Some of these pieces are bigger than the insect itself.

"The two locks appeared to have had different species of tenants. The second bee was doubtless one of the 'masons,' which build their nests usually of tempered earth, which becomes very hard. Separate cells are made with a mortar composed of sand mixed with the insect's saliva, the inside of the cell being lined with silk. Why this little architect chose a lock is not easy to determine, but it is on record that at a meeting of the Entomological Society of London, in 1867, Mr. Newman exhibited the lock of a door, one of several which, in 1866, were found at the Kent water-works, Dartford, to be completely filled and choked with nests. The locks were in pretty constant use, so that the nest must have been built in the course of a few days."

STERILIZING MILK BY ELECTRICITY

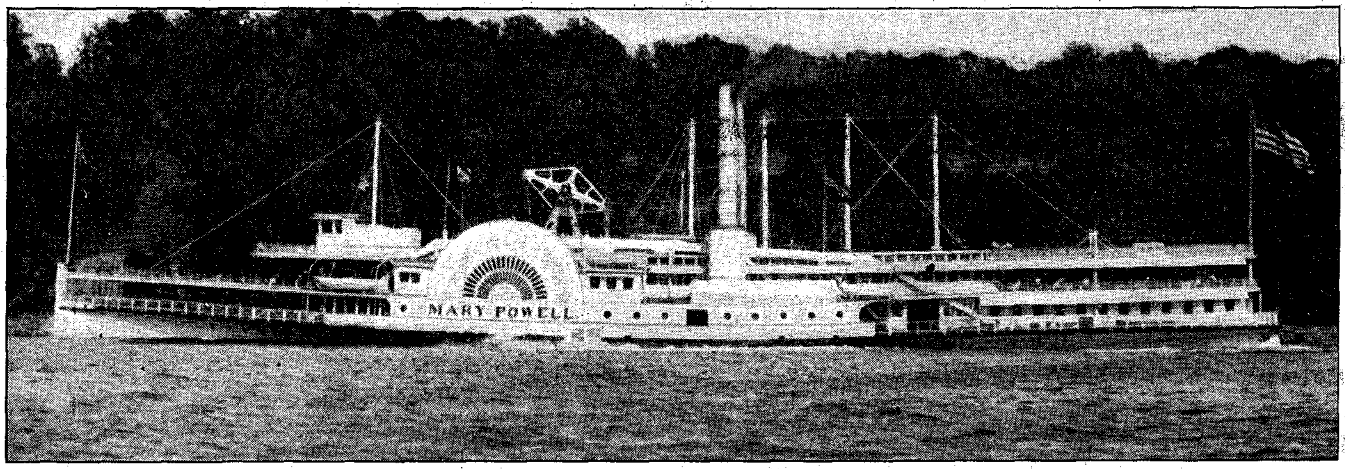
THE EFFICIENCY of the electrical method in sterilizing infected milk has been conclusively proved, according to *The Lancet* (London). The conclusion now is that milk can be rendered free from intestinal bacilli and those of tuberculosis by the electrical method described, without raising the temperature higher than 63° or 64° C. Says the writer:

"The temperature effect is very short in duration, and in itself is not the principal factor in the destruction of the bacteria. It is stated that tho the milk is not sterilized in the strict sense of the word, yet the percentage reduction of the bacteria, taken over a period of a fortnight, is 99.93.

"The keeping power of the milk appears to be increased, the taste is not altered, and, so far as careful chemical examination can determine, the properties not impaired. Finally, it is definitely stated that the milk so treated can be described accurately as raw milk free from pathogenetic bacteria. No very extensive work has been done nor safe conclusions deduced as to the biological value of the milk so treated, but so far babies fed on this milk are reported to have done 'extremely well.' The bactericidal effects are attributed not to the direct action of the current, as such, upon the bacilli, but to the heat generated in its passage, suggesting a thermal method of destruction.

"The opinion is exprest that in the electrical method the current raises the temperature of the milk more quickly than occurs in simple heat-sterilizing, and since this current passes through every part of the milk the heat which it generates reaches the whole of the fluid at the same moment. We note that the electrodes used are made of copper, and it is known that traces of this metal serve a bactericidal purpose, but in the report it is stated that no trace of any copper or other metal could be found.

"The Medical Research Committee concludes that this work has presented us with 'an elegant and practical method of purifying milk for human consumption, of which the use upon a large scale becomes now a problem for closer financial and administrative examination.' The economic aspect of the question is not referred to in the report, but, if this should raise no difficulty, it will remain to insure that the adoption of the method leads to no discouragement of clean methods in the byre and dairy."



"QUEEN OF THE HUDSON FOR NEARLY SIXTY YEARS": THE *MARY POWELL*.

THE LAST OF THE "MARY POWELL"

READERS IN CALIFORNIA AND TEXAS may not be familiar with the *Mary Powell;* but she was old and famous when they were boys. Queen of the Hudson for nearly sixty years, she held that proud position almost half a century for her undisputed speed, and for many years longer on the strength of past performances. She is now to be sold to the ship-breaker, and altho one would think it more appropriate to "give her to the god of waves, the lightning, and the storm," as Oliver Wendell Holmes proposed for *Old Ironsides*, still it may be conceded that her present owners are entitled to get what they can out of her. Townsend J. Smith, of New York, who writes of her in *The International Marine Review* (Cleveland), tells us that she was built at Jersey City, N. J., in 1861 by Michael Allison, and went into service in 1862, running on the Hudson River between Rondout and New York City, making about eight intermediate landings and doing the round trip daily except Sundays. She never had a serious accident, and no passenger or member of the crew was ever killed. Says Mr. Smith:

"Owing to changing river conditions, the present owners had come to feel that the boat's profitable days were over, but with a more than usual regard for sentiment had refused offers of various curio-hunters who might have given the steamer an ignoble end two of the conditions of the sale being that she was not to be burned, nor to be destroyed as part of a moving-picture.

"Built practically entirely from empirical design, data as to actual performance are lacking. . . . Structurally the vessel is of a type peculiar to the Hudson River, *i.e.*, a shallow hull, kept in shape longitudinally by the 'hog-frame,' truss construction of timbers about twelve inches by fourteen inches, keyed together and extending from the keelson forward up through and over the joiner work decks, then down to the side keelsons at the after end, the sagging tendencies of the machinery weights being communicated to the truss timbers with vertical rods, diagonal rods leading to masts, one forward and four near the boilers, also being employed to distribute the strains.

"The practise was to carry only enough coal for a day's run, or about thirty tons. The machinery with appurtenances, including water in the boiler, weighs about 210 tons, or with fuel about 27 per cent. of the load displacement. The boilers themselves were renewed at various times, the present ones having been built in 1904, but no change was made in the general design, which was of special tubular construction. . . . . . .

"These boilers are mounted on the guards (sponsons), the theory of the early builders being that a disaster was less likely to be serious if the boilers went overboard, rather than up through the deck, should an explosion occur.

"The propelling machinery . . . is of relatively simple construction, the engine being of the single-cylinder, jet-condensing, walking-beam type, 'the beam being supported upon a lofty triangular gallows frame of wood, very stiff and very light.' . . . . . .

"The paddle-wheels were never fitted with feathering floats, the old style of flat 'buckets' being maintained to the end. . . . . . .

"The fastest times actually on record for the steamer were made in 1882, when twenty-five miles were covered in one hour and one minute, and another in 1893, when the distance from New York to West Point, or fifty miles, was covered in two hours and five minutes.

"Taken all in all, the whole life of this boat has been a success, and goes to show that the teachings of the rule of thumb and experience such as guided the building of this boat are never to be despised, especially in the realm of things maritime."

TALKING SALTS

ROCHELLE SALTS are familiar to many as a medicine. That a crystal of them will talk when properly stimulated will probably astonish some of our readers. And yet these crystals have remarkable microphonic properties, and when properly mounted may serve as loud-speaking transmitters or receivers for telephone communication, being audible for several hundred feet. Writing in *The Scientific American* (New York) on "Crystals That Speak," Harry A. Mount tells us that one of the weirdest scientific "toys" are these "speaking crystals" developed during the past three years by A. McLean Nicolson, a New York scientist. These are simply large crystals of Rochelle salts, specially grown and treated, with which two electrical contacts are made, one about the girdle of the crystal and another on the ends. He continues:

"If the crystal is held under compression between a pair of aluminum plates and twisted by the hands, it gives off an electric charge during the time it is strest. This charge is easily measurable and depends on the stress on the crystal, being limited only by the breaking-point of the salts. Potentials as high as five hundred volts have been obtained in the form of alternating currents measurable with a thermocouple.

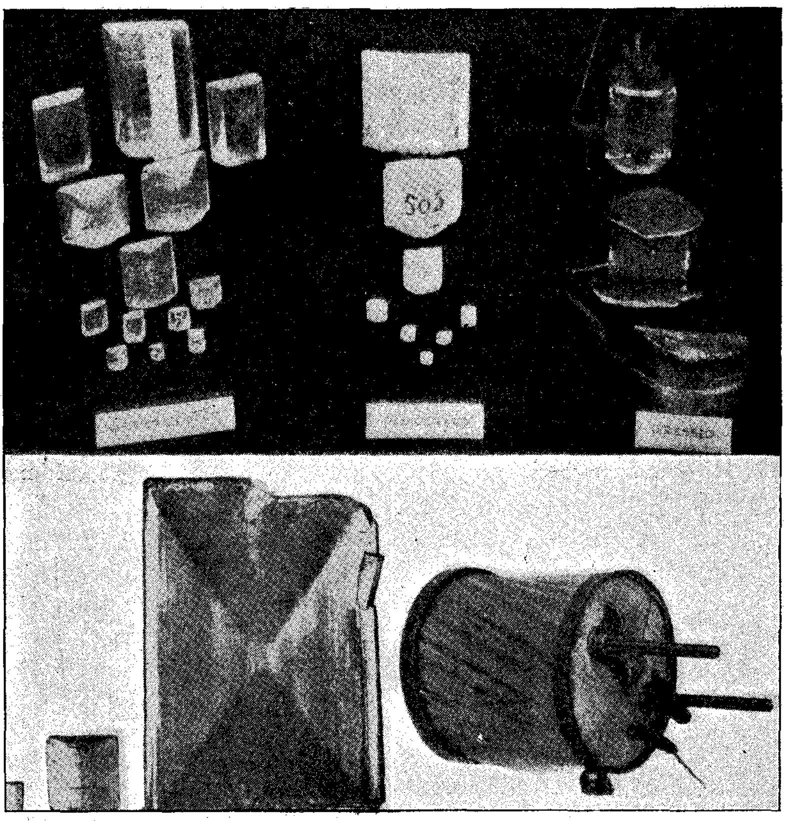
"Likewise, when an electric current is applied to the crystal, it twists or vibrates and can be made to give off a sound audible for several hundred feet. In this connection it can be used with good results as a loud-speaking telephone, or to replace a microphone transmitter.

"When the crystal is to be used for this purpose, a cylindrical diaphragm is wrapt around the crystal and is twisted so as to form oblique corrugations on its outside surface. This cylindrical diaphragm is fastened to the two plates by metal rings. A number of substances have been tried for the diaphragm, but the most satisfactory is a good grade of bond paper.

"Vibrations imparted to the diaphragm, as by speaking near it, are transmitted to the crystal with a twisting motion. The crystal then gives off an alternating current, and if this be conducted to wireless telegraph head-receivers of high resistance, the voice of the speaker is plainly audible. So clear is the reproduction, in fact, that ordinary breathing or a whisper can be heard. The resistance within the crystal is very high, yet as many as two hundred receivers of twelve thousand ohms each have been operated from one crystal.

"If an audion amplifier can be introduced in the circuit, the effect, of course, is much strengthened. Now, if a second crystal, treated exactly like the crystal used as a transmitter, be substituted for the wireless receiver, it becomes a loud-speaking telephone. An interesting phenomenon observed in two crystals thus connected through an amplifier is that they may 'howl' at each other. The transmitting crystal catches some sound and sends it to the loud-speaking crystal. The second crystal sends it back to the first as sound waves, and it is returned again through the amplifier. A screechy howling is set up that will be kept up until interrupted in some way.

"Another interesting application is to the phonograph. A metal plate is placed under one end of the salt crystal and a phonograph-needle is attached to the plate. The phonograph-horn is detached and the salt crystal takes its place. The vibrations of the needle are transmitted to the salt and the music is audible in wireless head-sets. By using an amplifier and a loud-speaking crystal, the music becomes audible.



Courtesy of "The Scientific American," New York.

THE "TALKING SALTS."

Top view: Group of Rochelle salt crystals in undesiccated, desiccated, and drest form. Bottom view, left: A group showing crystal growth. At the left is a nucleus used in starting the growth in a supersaturated solution of Rochelle salt. The center crystal, weighing about an ounce, is the most practical size. The large crystal is the largest so far produced and weighs nearly two pounds. The crystals are shown about one-fourth actual size. Bottom view, right: The "speaking crystal" surrounded by a cylindrical, twisted diaphragm of paper and ready to act as a transmitter or receiver.

"Mr. Nicolson believes the reproductions he has been able to obtain from the phonograph are more perfect than those obtained by purely mechanical means.

"So far, little experimentation has been done with any other substance than Rochelle salt, but Mr. Nicolson believes even a better crystal may be found. The so-called 'piezo-electric' [pressure-electric] effect of certain asymmetric crystals was first observed by J. and P. Curie. They obtained very small electric charges by simply compressing the crystals. Other investigators have used slices of the crystals. But by far the best results have been obtained from the whole crystal of Rochelle salt. These crystals are grown very rapidly, so that an intermolecular strain is set up within the crystal. This heightens the effect.

"After the crystals are grown, they are desiccated in alcohol and then dehydrated in an oven. The crystals are then ready for use. It has been noticed that their effectiveness improves with age.

"No commercial application of the crystals has yet been made."

ARE WE GROWING MORE CAREFUL?

An analysis of electric-railway accidents by the Census Bureau warrants the conclusion, according to the National Safety Council, that the people of the United States are growing more careful. At least, says a press bulletin sent out by the council, the streets of America are becoming less dangerous to life and limb, so far as car-traffic goes. This is due, we are told, to the development of safety devices, improved methods of operation, and increased caution on the part both of employees and the public, due to "safety-first" propaganda and other methods of education. The Safety Council takes credit to itself for a considerable part of this, doubtless with complete justice. To quote the bulletin to which reference is made above:

"More evidence that we may soon disclaim the title 'Careless America' has come to the headquarters of the National Safety Council in the form of a report from the United States Bureau of Census comparing the casualties resulting from electric railway accidents during the years 1917, 1907, and 1902.

"In 1902, 1,218 persons were killed and 47,429 persons were injured in electric-railway accidents; in 1907, 2,411 persons were killed and 118,269 persons were injured; in 1917, 2,517 persons were killed and 141,854 persons were injured.

"While street-car fatalities increased exactly 100 per cent. during the five years between 1902 and 1907 the increase during the ten years between 1907 and 1917 was only 8 per cent. Whereas nonfatal injuries increased approximately 150 per cent. during the five years between 1902 and 1907, the increase during the next ten years was only 20 per cent.

"The report received by the National Safety Council from the Census Bureau shows that New York State leads the country in the number of persons killed and injured in electric-railway accidents with a total of 369 fatalities and 23,918 injuries for one year. Illinois takes second place, with a total of 331 killed in one year, and Ohio third place, with 301 persons killed in one year. The report shows the following casualties from electric-railway accidents in other States:

	Killed	*Injured*
Pennsylvania	298	16,254
California	150	2,715
Michigan	138	3,004
Massachusetts	124	9,513
Indiana	104	639
Connecticut	78	3,550
New Jersey	72	11,108
Missouri	71	9,897
Maryland	67	7,506
Wisconsin	55	3,838
Texas	55	2,335

"That the streets of America are becoming less dangerous to life and limb, so far as street-car traffic is concerned, is strikingly apparent in a comparison of the ratio of killed to the extent of traffic. Thus, during 1907 one person was killed for every 3,086,319 passengers carried on the street-cars of the country, and in 1917 one person was killed for every 4,393,572 passengers carried. In other words, based on the number of passengers carried, the electric-railway accident hazard decreased approximately 33 per cent. during 1917 as compared to 1907.

"This striking reduction in hazards in the face of a heavy increase in population is due almost entirely to three things: the perfection of mechanical safety devices, improved methods of operation, and the training both of the general public and the employees of electric-railway companies to use every possible precaution. To carry on safety work most effectively, the 121 most progressive electric railway companies have organized themselves into the Electric Railway Section of the National Safety Council.

"Each company has thrown into a common pot all the information regarding accident-prevention on which it could lay its hands, and now the combined information and accident-prevention experience of all of these companies are available through the National Safety Council for the use of each company."

LETTERS - AND - ART

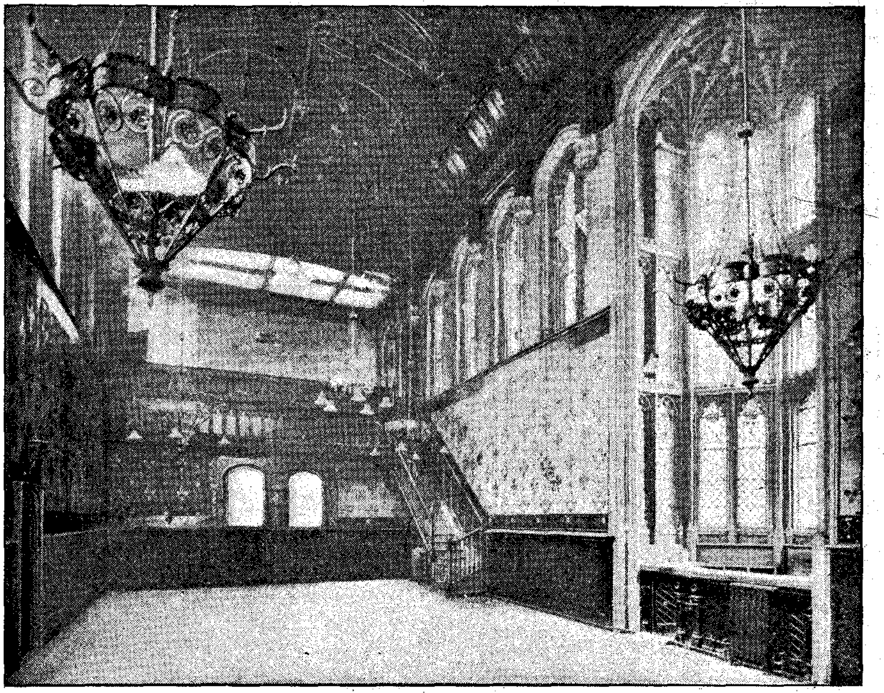
LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

A LONDON HOME FOR AMERICAN STUDENTS

DESPITE THE FLINGS of certain American newspapers at our kinsfolk overseas, one after another are the gestures of comity made to this country by our British kin. The Rhodes scholarships are doing their work; Stratford-on-Avon is almost an American shrine, for Sir Sidney Lee has lately reported that almost 200,000 Americans visited the Warwickshire city annually before the war. Sulgrave Manor is designed as a common meeting ground for English and Americans, and now it is proposed to make of Crosby Hall a place in London dedicated to the same ends, where its benefits will be shared between us and people of England's Dominions. As the London *Times* reveals the impulse of the gesture:

"Of the hundreds of thousands of bronzed and brawny soldiers who, from the overseas Dominions and the United States, streamed into England, out of England, into England again during those tremendous years of war, not a few wished, perhaps a little wistfully, that they might some day come back in a different guise. They saw our libraries, our museums, our ancient churches, our universities; and at Oxford and Cambridge and in London they met with some of our lecturers and tutors and professors. And, being students under the khaki and the tan, they wished that they might come back as such.

"Facilities are wanting, especially in London. Oxford and Cambridge have their residential colleges, but a student from a far land, in a London lodging, however improbably attractive, is still far from living what Oxford and Cambridge know as a university life; he is still missing what some consider to be the peculiar benefit and joy of English education. The chance has now occurred of offering to overseas students from the Dominions and from the United States what has hitherto been lacking, and thereby of luring them to come to London, for London's good and their own."



INTERIOR OF CROSBY HALL, LONDON,

Which, with additional buildings, it is proposed to devote to the purposes of a hall of residence for students from the Dominions, from India, and from the United States.

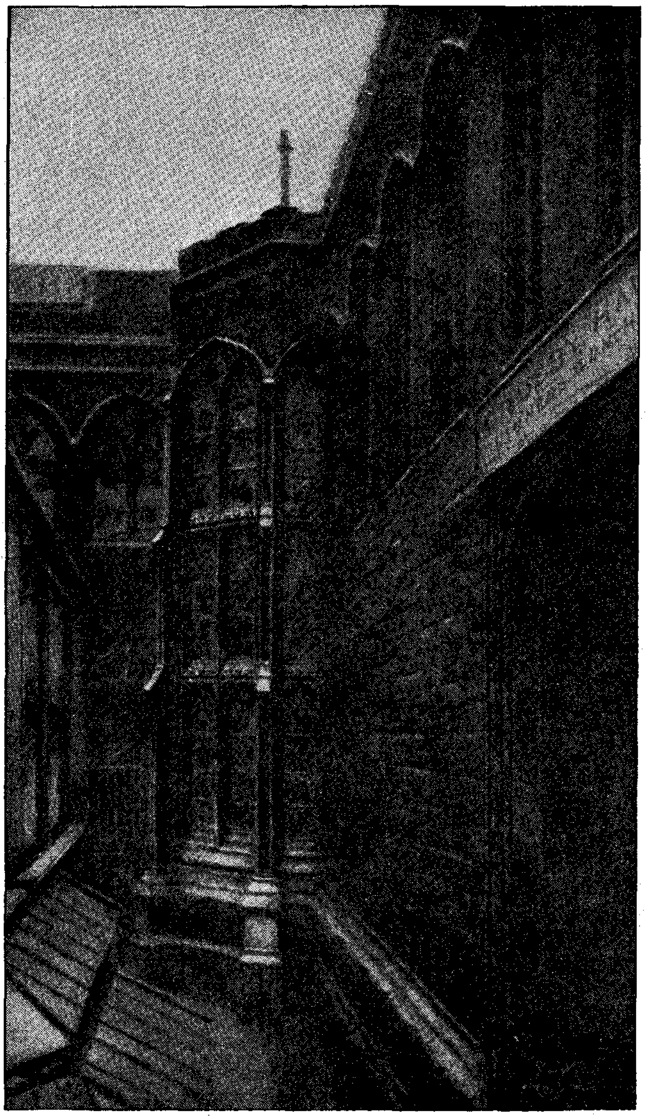
Potent as is the charm of old buildings to the newer sons of earth, it would seem a happy thought to utilize this remnant of long ago which just barely escaped the devouring tooth, not of time, but of commerce:

"Few Londoners will have forgotten, even tho the war has intervened, the rescue, now ten years gone, of Crosby Hall. Crosby Place, by Bishop's Gate, in the City of London, was the mansion of a fifteenth-century Lord Mayor of London, Sir John Crosby, grocer. When King Edward IV. died, in 1483, the fine house was inhabited by Richard, Duke of Gloucester; and in Crosby Place Crookback held his *levées* while he plottted to usurp the throne; in Crosby Place he received the news of the murder of the two young Princes in the Tower of London, who stood between him and his will to be Richard III., King of England. Early in the next century it was the residence of the Ambassador of the Emperor Maximilian, and in Elizabeth's reign the famous Duc de Biron, Ambassador from the French Court, was lodged here with 400 noblemen of his train. But next to Duke Richard, and sweetening the evil memories which haunted Crosby Place through this 'last and worst of the Plantagenets,' its most famous inhabitant was Sir Thomas More, who bought the great house in 1516, lived in it for seven years, and wrote in it his 'Life of Richard III.' and his 'Utopia.' And when, in 1910, Crosby Hall, the remnant of this once lordly mansion, seemed about to end its lingering career of social degradation by being demolished, it was saved, to be brought once more under the wing of the humanist, the friend of Erasmus, and of learning and of freedom, Sir Thomas More. A generous lady gave the greater part of the necessary funds to the University and City Association, which bought Crosby Hall and moved it complete to the site on the Thames Embankment at Chelsea of the garden of Sir Thomas More's last earthly home.

"The University and City Association has now offered to give the building and the 500 years' lease of the land on which it stands to the World Association for Adult Education for the purposes of a hall of residence for students from the Dominions, from India, and from the United States; and the World Association for Adult Education, which counts among its aims the fuller development of human intercourse and understanding between the different peoples of the world, is going to build for those students residential quarters adjoining Crosby Hall. The scheme has so many advantages that it would be difficult to enumerate them all. What Londoners and others who know Crosby Hall will immediately welcome is the idea that this still beautiful old building, carefully moved and rebuilt by the University and City Association, should be put to a worthy use, and a use which Sir Thomas More would warmly approve. The war—and the case of the City churches—has set us all thinking whether we are making the best use of what we have. Next comes the agreeable thought that the students from afar should have so English, so old, and so suitable a building—equal to some of the college halls of Oxford and Cambridge—for the focus of their student life in London. They will appreciate it more, perhaps, than would English students, who might take it all for granted. The plans are all prepared, and the new buildings, designed by Mr. C. H. Biddulph-Pinchard, will be worthy of the old. The total cost of them is to be £200,000, and an additional £50,000 is asked for an endowment fund."

AMERICAN COMPOSERS AGAIN IN HOT WATER

THE ETERNAL QUARREL between the American composer and his interpreters remains a mystery for the plain man who must rely on the newspapers or music journals for his sense of the merits of the case. "Mephisto" endeavors to deal out justice to the aggrieved parties in the recent "unpleasantness" involving the American composer and the National Symphony Association. Through the grace of the latter organization auditions have been held for the purpose of discovering such compositions by Americans as would be worthy to be performed by the orchestra at its regular concerts. The result, as "Mephisto" reminds us in *Musical America* (New York), was that "absolutely nothing had been found of any value." The country at large has been apprized of this fact and the orchestra's leader, Mr. Bodanzky, has been given some uncomfortable quarter-hours. "Mephisto" writes:



EXTERIOR OF CROSBY HALL,

Which had fallen so low as to be used as a cheap restaurant, but is now proposed to use for educational purposes.

"In the first place, let me say that I think Mr. Bodanzky's good faith in the matter is established by the fact that he invited to cooperate with him, as judges of the compositions, a mass of critics, press-agents, and writers for the press, and composers. . . . . . .

"In the next place, which I think bears largely on the whole situation, it is my conviction that there is not an orchestra in this or any other city which can have a composition flung at it in manuscript and do justice to it, without any opportunity to examine it or any rehearsal. Most of the members of the orchestra, no doubt, can read *prima vista*, that is, at sight. But that they can immediately grasp the meaning of a composition, without the slightest chance of even looking it over before they play it, or that the conductor can do himself, or the orchestra, or the composer justice under these conditions, is a matter which I think should appeal to anybody's common sense as impossible. The best proof of this is that while Mr. Eisler, a well-known and capable musician, was conducting, a composer, who was sitting alongside one of the judges as his composition was being performed, tore his hair and exclaimed:

"'My God! that's four times too fast! They're playing it *presto* and it's marked *andante!*

"The judge, hearing him, whispered to Mr. Bodanzky, who it seems promptly clapped his hands, stopt the performance, and ordered Eisler to repeat the movement *andante*, which according to my informant made the musicians 'very unhappy.'

"Another composer said that in his composition the flute was supposed to play A flat in opposition to the strings in A natural. Instead, the flautist played A natural and thus the entire effect was lost.

"At another time during one of the auditions there suddenly developed an excited conversation between Mr. Eisler, one of the composers, the librarian, and the assistant librarian. There was much whispering together. On this Mr. Bodanzky jumped up.

"'What's this?' said he.

"'We can't find the music,' said they.

"'What kind of business is this?' roared Bodanzky. 'Don't you fellows know how to handle your business? I can do better myself.'

"Finally, it seems, they found the orchestral parts, but not the score. So the poor composer, very nervous and excited, said that he would conduct from the violin parts. By the time he had got to the third movement, Mr. Eisler finally found the score. On which Mr. Bodanzky shouted:

"'You might as well keep it now!'

"There are those who claim that Mr. Bodanzky showed an antagonistic attitude for the reason that he said:

"'Don't forget, it's all right for us to have to sit through this rot, but our first duty is to the subscribers, and they wouldn't stand for it.' . . . . . .

"At other periods Bodanzky is reported to have exclaimed, while compositions were being played:

"'Shades of Mendelssohn!' 'Shades of Wagner!' 'Shades of Debussy!' etc. 'Great Heavens, there is nothing really worth while. Have we got to sit through this?'"

Another complaint concerns the manner in which the judges were expected to do their part:

"They were told that they were to mark the compositions with numbers, taking one hundred as the highest award. One judge said that he had marked the '*Perdita*' movement from the 'Shakespeare Symphony' '75,' and would have wished to have that performed, as he thought it was worthy, but that there had been no conference by the judges, Mr. Bodanzky at the end of the audition simply announcing that nothing had been found which was considered to have any value.

"I mention these little incidents as they throw a side-light on the situation and show how, with all due respect to the excellent and worthy intention of those who inaugurated this movement, the auditions were such as to be just neither to the American composer, nor to Mr. Bodanzky himself, nor to the judges, and certainly not to the orchestra which assisted at these auditions. That is my verdict.

"That Mr. Bodanzky possibly in the excitement of the moment, sorely tried by the character of some of the compositions which were no doubt 'rot,' as he describes them, perhaps vented his opinions in a manner that was not wholly judicious, we may accept as possible and probable. But, at the same time, I am convinced that those who charge Mr. Bodanzky with having deliberately planned a failure for the American composer have no evidence to sustain the charge. Bodanzky simply found himself, with the other judges, in an impossible situation, and being an excitable, nervous man and inclined to be autocratic—let us tell the truth—he no doubt made a number of incautious remarks without any particular intention of being unfair or offensive, and certainly with no idea that they would ever find their way into print.

"Summed up, it shows that such auditions, conducted in the manner that these were, have little, if anything, to commend them, and are certainly not likely to bring out a talented composer hitherto unknown. Consequently the verdict that was sent forth, that nothing had been found that had any value whatever, must be set aside on the ground, not that it was rendered by a prejudiced jury under the guidance of a prejudiced foreman, but that the conditions were simply impossible, and for that reason no decision of value, so far as it relates to the ability of the American composer to write good music, has been reached. At the same time let us not forget to give due credit to the subscribers of the National Symphony, who certainly made a well-intentioned effort to help the American composer. That much is their due."

In a subsequent number of *Musical America*, "Mephisto" reverts to the subject and quotes a gentleman as saying that if Bodanzky had lost his head and become autocratic, it was not his fault, but ours. For this reason:

"Here is a fine man, a most capable operatic conductor—perhaps not as yet a great symphonic conductor—certainly a man of unquestioned musical ability. Now let us see what happened. He is brought to this country, paid more money than he ever dreamed of in his life before, his picture appears in the papers, he is written up, they make a big fuss over him, a lot of women make a lion out of him. Do you wonder that in the course of time the man loses his mental equilibrium and gets a swelled head? I don't. Do you wonder that he gets to be autocratic? I don't. So I say, the trouble is with us, ourselves. And when a man spoiled in this way makes a few incautious remarks or offends, then people all want to fall upon him and abuse him. It isn't fair. If Mr. Bodanzky had been treated with the same respect, courtesy, and appreciation that he received when he was on the other side, but not lionized, he would not have to wear any larger sized hat than he did before he came to us."

BULL-FIGHTING AS AN ART

BULL-FIGHTING appears to be among the fine arts and its technique to be capable of expression in terms of poetry and music. This may cause less surprize to a baseball fan than to a plain man in the street who may marvel at enthusiasms he can not share. The technique of bull-fighting is divided into schools, and the adherents of each grow as violent in the support of their "school" and its leading exponent as ever small boy fought in defense of his "Babe" Ruth. All this comes out with wild lamentations in Spain now that one of her heroes has been gored to death by a bull. It is Josélito, or "El Gallito" (the Cockerel), who, dying at twenty-five, began as a slender youth of seventeen. Owning the real name of José Gómez, he followed his elder brother, Rafael ("El Gallo"), who was "a great tho unequal artist of the bull-ring." A Madrid correspondent of the London *Times* descants upon the fine points of the art so dear to Spain:

"'The *aficion*' (a word which is to bull-fighting what 'The Turf' is to horse-racing) never gives herself to one man, but divides her favors between two rivals. Thus, the history of bull-fighting is a series of rival wars between Lagartijo and Frascuelo, then Espartero and Guerrita, then Bombita and Machaquito, and, until yesterday, Josélito and Belmonte. Passion and opinion are keen, and Gallistas and Belmontistas are irreconcilable enemies. Partly, this division is in the nature of all sport. But it corresponds also to something deeper, which can only be understood when it is realized that bull-fighting is a fine art.

"There are two schools of bull-fighting. The one tends toward developing its technique. It prides itself on the close knowledge of the characteristics of each kind of bull. It is also given to ability and adornment. The other relies more on inspiration, impulse, rhythm. The first is connected with rhetoric and efficiency and that excellency of execution which seeks the obstacle and the *tour de force*. The other is more of a kind with music and poetry, and it is simple and sober in its methods tho direct and effective in its appeal. Josélito was a master of the first school. Belmonte is the present master of the second. Josélito was the idol of the philistine; Belmonte that of artists and of the people.

"One of the most acute of Spanish contemporary minds, Ramon Perez de Ayala, once, during the war, explained to the writer that he always could find whether a man was pro-German or pro-Ally. If he liked Josélito, then he was for efficiency, he was for autocracy, and a pro-German. If he liked Belmonte, then he was for impulse; he was for liberty; he was pro-Ally. And the most curious thing about this original test is that it worked!"

Before the tragedy a correspondent of the London *Morning Post* thus weighed the points of the two rivals, Belmonte and Josélito:

"As to sheer skill it might be difficult to decide between them, but Belmonte displays the greater recklessness, Josélito the more cunning. Josélito moves about the arena with a lightning rapidity; Belmonte is often stationary. Josélito is the favorite of those who have studied bull-fighting in books, Belmonte is the idol of the people. Josélito is a master of his art and is never at fault; for that very reason he is regarded as a trifle too 'mechanical.' Belmonte has more of the real Spanish impulse or *arranque*. Josélito appeals to the head, Belmonte to the heart. Josélito is of gipsy origin, with something of the slyness of the *gitano;* Belmonte is a full-blooded Spaniard. In culture Belmonte is the superior; he is even given to reading, and is said to have read ninety books during last season. Every detail of such a man's actions becomes known to hundreds of thousands.

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"THE COCKEREL."

José Gómez, the young bull-fighter lately gored to death in Spain, was "the favorite of those who have studied bull-fighting in books."

"When a few years ago Belmonte cut off his pigtail, an act which formerly meant retiring definitely from the arena, his decision was vehemently discust in all the newspapers and cafés of Spain. It is certainly a little hard on the lion-seeking foreigner that the toreador outside the arena should dress himself and his hair as other folk. It would be even harder on the toreador if in these modern days, when he has to travel thousands of miles by railway, he were to be lionized all the way. It seems but yesterday that Bombita and Machaquito were the two foremost 'swords.' Both of them have now retired, and neither ever went beyond fifty, sixty, or seventy *corridas* to the season. Josélito was the first to make a century: 103 bull-fights in the 1917 season. Great but short-lived was the exultation of his admirers, for in 1919 Belmonte displayed his skill in 110 fights, thus creating a fresh record."

GABRIELLE RÉJANE

AN ACTRESS who in special parts might be said to excel Ellen Terry, Duse, and Bernhardt, and yet all round was the equal of none of them, was the French player, Gabrielle Réjane, whose death was reported from Paris on June 15. Because the parts in which she chiefly shone, and in which her rivals were not her equal, were "not very precious," the critic of the New York *Evening Post* thinks that her renown is not likely to outlast their vogue. If such a career teaches any substantial lesson, it is, to this writer's sense, that "only plays of solid worth can give anything like an enduring foundation to the fame of the actor." Réjane visited America in 1895, when she achieved a great success in Sardou's "Madame Sans Gêne," a part she had created in Paris two years earlier and made one of her most brilliant impersonations. A subsequent visit did not result in the same success. A later connection with the American stage was made in her recent assumption of the part of the clairvoyant, in Paris, in Veillier's "The Thirteenth Chair." Granting that Réjane stood for many years "in the front rank of her contemporaries," the writer in *The Evening Post* doubts if her name will be "associated on even terms with those of Rachel, Mars, Bartet, or Sarah Bernhardt." For—

> "Her actual achievement always fell somewhat short of the level of her reputation and popularity. The case might have been different, possibly, had she elected at the outset of her career to identify herself with the Comédie Française. She would have had to wait longer, probably, for the public recognition and rich pecuniary rewards which she was to win, but her remarkable faculties might have here yet more richly developed and her fame been established as the foremost interpreter of those works of human genius, tragic or comic, which offer the one sure and supreme test of inspired histrionic talent. Her most successful flights were not accomplished in those upper and exacting regions, and whether she could have sustained herself in them must remain more or less problematical. But she was a remarkable actress and highly skilled artist in whom a notably keen sense of character and personality found expression in most uncommon versatility of method. Unlike most of our modern performers, she did not content herself with presenting to her audiences successive replicas of her individual personality, but furnished a series of vital, distinct, and consistent characterizations. Her physical resources included a singularly alert, mobile, and expressive countenance, a graceful and active figure, and a voice, not in itself of superexcellent quality, but resonant and admirably trained. Of all weapons in the female armory she was past-mistress. She could be broadly or slyly humorous, archly or sentimentally seductive, unaffectedly pathetic, or intensely passionate. Her emotional range was wide, as was demonstrated in her performance of 'Zaza,' in which she won a great personal triumph; but she was seen to greater advantage in pieces of the less melodramatic order, such as 'Madame Sans Gêne' and 'Divorçons.' In the former she supplied just that dash of natural, unconscious, humorous, and not altogether unpleasant vulgarity which Ellen Terry, not for the first time entirely out of her element, was entirely unable to counterfeit. With the latter the character became a bit of boisterous, charming, but manifestly laborious and insignificant masquerade. Réjane, on the other hand, was the woman herself, brusk, human, capable, uncultivated but convincing. In 'Divorçons' Réjane played with the vivaciousness, aplomb, and dainty *diablerie* of Marie Aimée, one of the cleverest light comédiennes of her time. In a piece like 'La Locondiera' she could, doubtless, have disputed the palm even with Eleanora Duse. But the famous Italian, in dealing with the profounder emotions and passions of the human heart, could command an eloquence to which Réjane could never pretend, altho she could give thrilling expression to those violent demonstrations in which coarser and shallower natures readily indulge. Compared with the vast majority of our later 'stars' she was a veritable meteor, and she blazed a resplendent track in the theatrical firmament, but not in the highest of all possible orbits."

GABRIELLE RÉJANE.

"Of the crimson passions and golden voice of Bernhardt she had no touch, nor yet of the lovely, twilight spirituality of Duse"; but she still is accounted "the supreme comédienne of her time."

Little as she appeared on the American stage, it is significant of the impression she created that this and another lengthy appreciation of her acting appear in New York papers. The *Times* critic thinks her "no less valiant as an artist than Bernhardt and Duse," tho she lacked their personal distinction and elevated style. He goes on:

> "Of the crimson passions and golden voice of Bernhardt she had no touch, nor yet of the lovely, twilight spirituality of Duse, which blended in such strange harmony with her unaffected and infinitely modulated naturalism. But as an interpreter of every-day character, of the subtleties, the emotions, and the absurdities of the modern woman, Réjane had no equal. As Bernhardt modernized the tradition of Racine, she modernized the tradition of Molière.
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> "It is for this reason mainly that Réjane was the least known of the three to the outside world. Tragedy is a strong wine that holds its heady quality throughout the seven seas, but comedy is a vintage which, tho rare and exquisite in its native valley, turns flat in transportation. Réjane was French, Parisian, to the subtlest nerve. Of a hundred masterly strokes of characterization one may perhaps be caught in dull, descriptive words. It was in Henri Becque's satiric masterpiece, 'La Parisienne.' The play opens with a scene of conjugal jealousy. *Clotilde* is concealing from *Lafont* a letter—from another. He commands, he rages, and she rides the storm of his dull, masculine passions like a petrel. He becomes tearful, sentimental, moral. 'In remaining faithful to me,' he says, 'you are worthy, honorable; the day you deceive me—' She interrupts the homily with a start. 'Hush!' she says, going quickly to the door. 'My husband is coming.' It is the first the audience has known that *Lafont* and *Clotilde* are not man and wife. That stroke of satire upon Parisian infidelity is, of course, the work of sardonic Henri Becque. But it was Réjane who embodied it; and the manner in which she contrasted the airy insolence of *Clotilde's* demeanor toward her lover with the equally insolent realism toward her husband spoke volumes of feminine lore to the Parisian playgoer."

In every critique of Réjane, says a writer in the Boston *Transcript*, "there crops out a pointed reference to her wonderful fluency and flexibility of style, her fertility of invention, of expressive detail, the naturalness of her transitions of mood. Elasticity, dexterity, and rapidity she had in a superlative degree, and with them grace and geniality, together with simple pathos and honest heat of temper."

RELIGION-AND-SOCIAL-SERVICE

A HINDU CONVERT HERE TO CHRISTIANIZE AMERICA

OUT OF THE EAST came Christianity, and now out of the East comes a Christian "holy man," or *Sadhu*, to help Christianize America. This Indian Christian evangelist intends to find out for himself whether it is true, as his Hindu fellow countrymen say, that Christianity, while it is preached to the East, has really been rejected by the West. He comes, as a number of religious papers note, after a remarkable conversion and preaching tour of the East that have won for him the title of "the St. Paul of India." Sadhu Sundar Singh himself sees nothing strange in coming to America to tell of the power of Christ when, for so many generations, people have gone from America to India to tell the same story. An English church paper learns from him much about the present position and the future of Christianity in India. An American religious weekly is more interested in finding out how oriental Christianity is to influence that of the West, and wonders how this man's abstract teachings will be received in practical America. All agree that this young man has a remarkable personality and a simple, poetic message which reminds hearers of the parable-sermons of Christ. In the pulpit, as on the street, Sundar Singh wears the saffron robe and turban of the Indian *Sadhu*. As a writer in *The British Weekly* (London) describes his appearance in the pulpit:

"I HAVE COME TO HELP CHRISTIANIZE AMERICA,"
Says "the St. Paul of India," Sadhu Sundar Singh.

> "He is of middle height and in the fulness of vigor. The electric lights shone on a well-poised, intellectual head, with grave and kindly expression. The abundant hair is still raven black, the complexion bronzed, the eyes dark, deep-set, and wistful. The hands under the open yellow sleeves looked small and delicate. . . . He speaks English fairly well, and there was no difficulty in hearing. His frequent repetition of the same sentence puzzled me till I remembered that his chosen sphere is Tibet, where he must have practised this method in order to secure the attention of the natives."

Another English paper, *The Church Times* (Anglican), has collected a few of the *Sadhu's* characteristic sayings:

"Religion is a matter of the heart, not of the head."

"We must be able to drink the milk of the Gospel; if we analyze it we spoil the milk."

"The Christian worker must be as salt, which must be dissolved before it can become effective; the force of an appeal lies in self-sacrifice."

"We must live in a sinful world, and yet if we have Jesus in our hearts we shall not be contaminated by sin; just as a fish living in salt water does not itself become salt."

"I took a stone from a stream and broke it—it was hollow inside, the cavity was quite dry. So a nominal Christian can live in the Church and have streams of grace flowing round him, and yet be dry in his own heart."

"Many preach the Gospel of other people, describe what others have seen and known of Christ, and do not preach what they themselves have seen and known."

"We have not to know about Christ, but to know him."

"We are not called to teach about Christ but to witness to him."

"People spread their garments under the feet of the ass which carried Jesus. They honored the ass so long as Jesus was upon it. When Jesus dismounted they said: 'It is only an ass.' So people will honor us if we carry Christ with us."

"People pray too little; we ought to sit at Christ's blessed feet for quite a long time every day."

The story of the career of this Christian missionary from heathen to Christian lands may be condensed as follows from Mrs. Arthur Parker's recent biography (Fleming H. Revell Company):

"His family name means 'Lion,' and shows that he is one of the 'Lions of the Punjab,' that remarkable reform movement in Hinduism in the direction of belief in one God which finally turned the followers of the new Sikh religion into a powerful military group in Northwest India.

"With his mother's approval the lad Sundar determined that he would give his life to religion. So he planned to become an ascetic *Sadhu*, or 'holy man.' But by sixteen he had not gained that peace of soul and knowledge of God which he desired. He studied all the religions of India unsuccessfully. When he became acquainted with Christianity, he was not drawn to that foreign religion. Indeed, in his vexation he poured kerosene-oil on the Bible, and burned it up. But two days later he felt that he had seen a veritable vision of Christ, who said to him, 'Sundar Singh, why persecutest thou me? Come unto me, and I will give thee peace.' So he replied, 'All right. I will come.'

"On account of becoming a Christian he was ostracized by his family. Indeed, they tried to poison him on account of the dishonor which he was bringing upon them and their ancestral religion. But he persisted in his new-found faith.

"Instead of spending the rest of his life according to his original intention of saving his own soul, he decided that, as a Christian 'holy man,' he would save others. So he has traveled all over India and Tibet, preaching. For this activity his fellow countrymen have beaten, stoned, robbed, imprisoned, all but killed him. Many times has he been left for dead. Indeed, in Simla, the summer capital of the British administration of India, a memorial service was held on account of his reported death. But he has continued his Christian preaching, even to China and Japan, and has come for this purpose to America for this summer. He is easily the most famous Indian Christian, now thirty-one years of age, in the midst of his public ministry."

When the American newspaper men met Sundar Singh on the arrival of his steamer from England he told them: "I have come to help Christianize America." He has come, concludes an interviewer for the New York *Evening Post*, "to bear testimony to the endless power, to the endless miracles, to the endless joy of Christ, and to tell the experiences of his life, of how he was turned from a Hindu to a Christian, and of the way he has been since borne out in his belief." To quote a few paragraphs from the *Sadhu's* story as he told it to this interviewer:

> "I was a Hindu. All Hindus are Indians, but all Indians are not Hindus. I was a very bigoted Hindu, persecuting missionaries and Christians. I tried my best to be satisfied, to find peace and quiet. Hindu Swamis tried to teach me the Yoga system, to sit quiet and meditate until peace comes. I did my best, but nothing satisfied. I burned Bible. But I got no help. The third day after I burned Bible I was praying, as a Hindu, for peace and quiet, early in the morning at a quarter to five. And I saw Jesus Christ, a glorious vision, in my room. Since then I am a witness for him; he gave me a message to take; and I have gone into the Forbidden Lands (into Tibet, the Himalayas, Afghanistan, and Nepal, which borders on Tibet), and I have been put in prison and persecuted. But I have always been delivered. And now some of those places are friendly to me, altho some places are still bigoted. . . . . . .
>
> "Once when I went into Tibet, into the Forbidden Lands, I was thrown into a well forty feet deep, where all the murderers were thrown. Before I was thrown in my arm was almost broken, so that there would be no hope of escape. The bones of the murderers were about me. The well top was locked, and there was one key only, in the possession of a lama. I was condemned to death. I had no hope of escape from the well. I prayed to God only for escape from the body and intrusted my spirit to his hands. I was there two days and two nights, and the third night somebody came and opened the door and I asked him for help. He had a rope and told me to put the rope under my legs and he would pull me up, and he did. It was a quite dark night and I could not see him well. When I was up he disappeared and I waited for him to come back. But he did not come.
>
> "In the morning I preached again in Rasar, in that same village, and the lamas were surprized to see me alive and out of the well. They put the men of the village in a line and asked me which one had done it, but I could recognize no one. And they said the key had been stolen, but it was found in the lama's girdle. And they said some one had broken the lock; but they found it was not so. The lock was quite all right. I did not think at first it was something extraordinary. I thought it was just a good man. But later I knew it must have been something extraordinary. 'Lo, I am with you even unto the end of the world,' Christ said. And he was with me! And the lama was frightened and asked me to forgive him and to take his woollen shawl as a sign that I forgave him. Since then the people in that village of Rasar have been my friends."

Sundar Singh believes in healing through faith, tho he does not consider the "laying on of hands" necessary. As he says in the *Evening Post* interview:

> "That might be partly magnetism, partly personal. Prayer is all that is needed for healing. It is not the time of miracles which has passed. The time of 'fate' has passed; the time of miracles continues. Christ can work through people who are close to him. Before I was a Christian I thought the miracles were fiction, stories, fairy-tales. Now I know all things are possible. I thought then they were against the 'laws of nature.' But what do we know of the laws of nature?"

PRESBYTERIAN REUNION

"I AM GLAD OF IT, for I belong to both," exclaimed a West Virginia woman when she heard that the Northern and Southern Presbyterians in their respective conventions at Philadelphia and Charlotte had agreed upon a plan of reunion. It will be good news to many communicants in both branches, agrees the Charleston (W. Va.) *Mail*, for, "after all, to the great majority of the communicants of both denominations, it is all the same." Embraced also in the proposed union are the Dutch Reformed Church, the German Reformed Church, the Scotch Covenanters, and the Welsh Presbyterians of the United States, officially known as the Welsh Calvinistic Methodist Church; overtures are being made to the United Presbyterian Church, and more than 2,000,000 communicants are involved in what is said to contemplate the greatest church union in the history of Protestantism. The plan, which is to be transmitted to the approaching meeting of the Reformed Churches, provides for a united General Assembly which will meet every two years, while the General Assemblies of each of the several church bodies will continue to function annually. Ultimately, according to press reports, it is believed that these yearly General Assemblies will cease to exist. While the Presbyterians were drawing together again, the Methodist Episcopal General Conference at Des Moines also made progress toward a Methodist reunion. Following the initial rejection of the much-debated plan for union with the Methodist Episcopal Church, South, the Conference adopted a resolution from its own committee recommending a joint convention to work out details of an acceptable plan for union. Commenting on the example set by the Presbyterians, the Charleston *Mail* says:

> "The union of the two great bodies of Presbyterians in the United States, with the absorption of some of the smaller Presbyterian branches, is not without great significance in the religious world; it will probably point the way and stimulate union between various branches of other churches which retain the distinction of Northern and Southern. The reunion, as it were, of the two great bodies of Presbyterians should mean much to this denomination.
>
> "Cooperation between the two Presbyterian bodies in the work which they have engaged in, which has been harmoniously and profitably pursued for a long time, has paved the way for the closer tie between the two bodies. For years the two great wings of the church have been slowly gravitating together as a natural result of similarity of doctrine and practise. How can there be a really united country without united churches?"

Remarking that the Presbyterians are in the mood for union of the Christian forces, if the temper of these gatherings is representative, *The Christian Century* (Disciples) points out that—

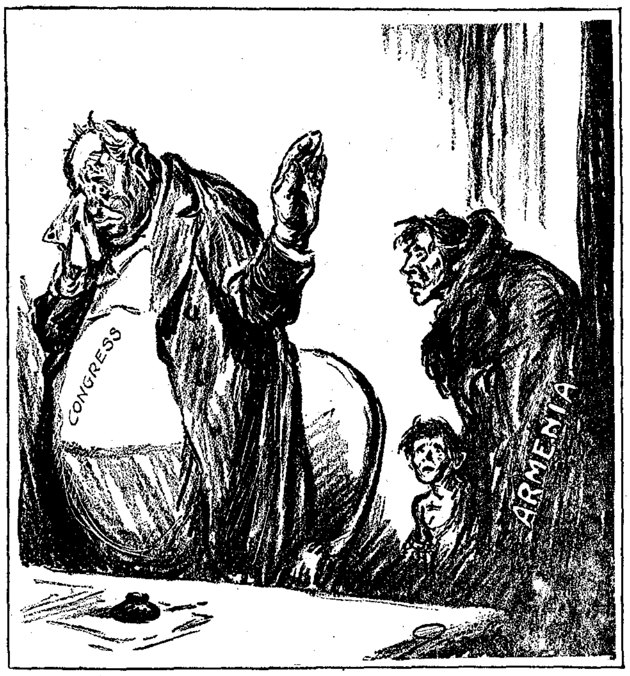
> "They received the Welsh-Presbyterian church into complete incorporating fellowship. They all but consummated union with the Reformed Church in the United States, and the completion of the process will not longer be delayed. The union of the Presbyterian churches, North and South, is so far along that only the natural conservatism of the Southern Presbyterians delays it."

Recalling that last year a deadlock was threatened, and that to meet the Southern objection to an outright merger there was put forward a modified proposal which would leave the Southern church intact as to its organization in presbyteries, synods, and Assembly, but would unify at least its board administration with the Northern body, *The Continent* (Presbyterian) says:

> "This compromise brought, to the joy of all concerned, unanimity in both committees. A committee of the Reformed Church in the United States also entered the consultation and exprest belief that its church could be included in the same adjustment, and United Presbyterian opinion predicted equal interest in that denomination. . . . It was obvious that the new plan extended at vital points to actual organic consolidation and was thus a great advance on the proposal which a year ago at St. Louis proved unsatisfactory."

OUR "MORAL OBLIGATION" TO PROTECT ARMENIA

REGARDED AS A DEATH THRUST to Armenian aspiration and a reflection on the American people, the rejection by Congress of the President's plea for a mandate over Armenia is condemned in the religious press as the denial of a "moral obligation" placed on the United States by "every principle of right and justice." "In the face of the knowledge which must be in the possession of at least many of the men in the halls of Congress that the Armenian people are doomed unless America extends a real hand of helpfulness, the pitiful appeal of this crucified nation seems to have fallen on deaf ears," says *The Reformed Church Messenger*, in deploring that "the sole faithful ally in the Near East and in the Caucasus waits in vain for simple justice," and rejoicing that "at any rate the great denominational courts recently in session did not hesitate to express what they believe to be the mind of Christ on this question of international duty." For five years, we are told, a continuous and insistent appeal from this "distrest defender of the Faith" has sounded in American ears, and always it has been sympathetically heard by Protestants, Catholics, and Jews alike. And "how any one who has read attentively any truthful description of the massacres, deportations, and cold-blooded brutalities that in four years have reduced the Armenian population in Asia Minor from two million souls to less than one million can be calm and apologetic in view of the rejection by Congress of the appeal not only of the President of the United States, but of England, France, the League of Nations, and of Armenia itself, passes comprehension," exclaims *The Congregationalist*. This journal laments that "it is too true that we are at the ebb-tide of unselfishness as a nation. All our boasted devotion to the ideals of freedom and brotherhood have slipt into the background, and 'Safety First' is the slogan both in the halls of Congress and in many a home." But there is some hope that Armenia's cry shall not always echo in vain, and the American Church is urged not to keep silent in the meanwhile, "not to let Europe think that Congress represents the real mind and heart of the nation," not to cease demanding "a Congress that shall respond to the unanswerable and most Christian argument of the President in favor of befriending a nation that lies bleeding on our doorstep." "Shall Uncle Sam accept this man's job?" asks an ex-consul in *The Congregationalist*, and answers: "Yes, because he can do it better and with less hampering conditions than Englishman, Frenchman, or any one else. And in doing it he will be crowning work done by men and women of whose unselfish service he may rightfully boast, and of whose type of Americanism he may well be proud." There were many suffering nations during the dreadful years of the war, but none surpassed, and probably none equaled Armenia, thinks *The Christian Century* (Disciples), and it urges in their behalf the fact that "in a very real sense the Armenians have been through the centuries of Christian history the defenders and interpreters of our faith on that long and fierce frontier that looks toward the farther Orient." Our duty is plain:



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"GET OUT! YOU'RE BREAKING MY HEART."

—Cassel in the New York *Evening World*.

> "What America owes to Armenia and the world is the assumption of that attitude of oversight and direction which some power must supply before the stricken people of that unhappy area can come to themselves. The best opinion in this nation desires that the United States assume a mandate for Armenia. The all but united sentiment of the world concurs in the wish. It is a duty which those sensitive to international obligations can not ignore. The Armenian question, so long unsolved, will remain in that unfortunate condition until the United States takes its place as the sponsor and guardian of that long-suffering people."

While not maintaining that the mandate is the best way of handling the Armenian problem, *The Herald of Gospel Liberty* (Christian) believes firmly that "every principle of humanity, every finer sense of justice, demands that Armenia be protected and set on its feet by some one," and that "if America is the only one that can do it, or will do it, every fundamental principle of its Christian faith demands it." To deny Armenia's appeal "is to vitiate Christianity itself." With a sense of foreboding, *The Herald* points out that—

> "America has a preponderating power and influence among them (the Allied nations), and this it has not used in behalf of the Near East. It has not exerted the pressure there that it might. And now it is on the point of forgetting its every finer and nobler impulse in a mad political scramble on this question, in which the voice of the Church is not heard. It takes no prophet, but simply a historian acquainted with the long reaches of history, to warn America and the other nations that just so sure as the Armenians are left to perish alone God will not withold his avenging angel—and America will be terribly scourged with the rest."

Tho it is not satisfied with the Versailles Treaty, *The Churchman* (Episcopalian) believes that "nothing is more certain in politics or religion than that America will some day, in the not far distant future, become a member of the League of Nations," and that "the representative moral sentiment of America is eager to accept responsibility in saving Europe and the rest of the world from threatened ruin." In fact, the opportunity is at hand, continues the editor of *The Churchman*, for we must consider that—

> "Armenia is the symbol of the sincerity of our pretended idealism. We have said many fine things about Europe's Christian duty to Armenia. We have said many bitter things about the treacherous treatment of Armenia at the hands of the old diplomacy. Are we willing, now that we are offered the task of saving Armenia, to pass the job along to others? That job has been passed from hand to hand for generations. Armenia has finally paid the bill. If France and England are sincere in their proposal to President Wilson that he fix the boundaries of Armenia, if those governments are willing to give up to Armenia what rightfully belongs to her, and is necessary for her territorial integrity and economic existence; if they propose to relinquish what they have been so greedily grabbing in the Near East since the armistice—then it seems to us that America should assume the mandate. But it is not our moral obligation to assume the mandate of the remnant of Armenia which was offered some months ago after certain imperial governments had

devoured for themselves all the choice morsels and picked clean the bones.

"America, if she will begin to handle the problem with sincerity, if she can neglect politics for a time, can say the authoritative word in European affairs. If she will let her conscience speak, league or no league, the governments of Europe will not dare to oppose her. America divided against herself, bickering, partizan, feeding upon prejudice, is helpless and mute as a moral factor in the councils of the world. Should any patriotic American be willing that this moral impotency continue longer?"

"This prostrate Armenian nation awaits the fulfilment of the promises embodied in the terms of the armistice," protests James L. Barton, chairman of the Near East Relief Association, in an appeal to American Christians bearing the indorsement of Cardinal Gibbons, Leo M. Franklin, president of Central Conference of American Rabbis, and Charles S. McFarland, general secretary of the Federal Council of Churches of Christ in America. And "in view of this situation, more desperate than at any other period in the history of the Near East," we are urged:

"1. In public and private prayer to petition unceasingly the throne of grace and power for protection of the crucified Christian people in the Near East and the establishment of an order that will guarantee permanent safety.

"2. To bring to bear upon the public sentiment of this country, and especially upon Congress, all the influence at our command, that we as a nation do not sit idly by and permit the Armenians and other helpless Christian peoples in the Near East to be outraged and murdered with impunity.

"3. To set movements into operation that shall convince Congress and the Administration at Washington that the people of America demand that we shall show ourselves the elder brother of those who are perishing and that we undertake our legitimate part in the redemption of the political situation in the Near East."

The Christian Work calls attention to the British memorial protesting to Lloyd George against the maintenance of Turkish sovereignty in Constantinople, and notes that the signers include, among others, Lord Bryce, the Archbishops of Canterbury and York, the bishops of London and Winchester, Rev. Dr. J. H. Jowett, R. B. Meyer, Lord Robert Cecil, A. G. Gardiner, H. M. Hyndman, Lord Leverhulme, and Prof. Gilbert Murray. They declare that when the armistice was signed there seemed no doubt as to the necessity of bringing an end to Turkish defiance of justice and humanity, and to a deliberate war of annihilation of unarmed and helpless subjects, and that "to hand them (the Armenians) back to their slaughterers would be to doom them for loyalty to our cause." They add:

"It is no longer possible to believe that we could guarantee them any surety of protection under Turkish rule. As long as that rule remains the shield of Europe has always proved an added peril to the protected. The only remedy is to remove that rule altogether and to give to these regions either complete independence or mandatary guidance under Article 22 of the League of Nations Covenant."

The situation is replete with "conundrums and worse," says *The Methodist Recorder* (London), appreciating the difficulties confronting America. But "responsibility must be taken, if a lost world is to be redeemed; it must be taken on a big scale and in pure faith." Whoever takes up the task can have nothing to gain, and may lose a great deal. "As a business it is silly; as opportunity for world amelioration and national elevation, it is a great door and an effectual. What the years might bring, were the high endeavor accepted, no man knows. But the august service of the good and the right leaves neither man nor nation poorer." The very difficulty of setting Armenia on its feet "should be a powerful incentive to the acceptance of the mandate," thinks *The Guardian*, organ of the Anglican Church, in remarking that the President "has at least liberated his soul" in asking for the mandate, and that "it is obvious that public opinion in America is not ready for the assumption of difficult tasks in Europe."

HOW TITHING WOULD ENRICH THE CHURCH

IF THE PRACTISE OF TITHING became common, it would be comparatively easy to shoulder the burden of the Church and to make certain the success of all such great enterprises as the Interchurch World Movement. Among all the churches recently there has been manifested an interest in tithing, and *The Baptist* (Chicago) reminds us that "the argument for this practise from the Biblical standpoint is strong," while "equally powerful is the argument from results, both spiritual and financial." In answer to its own query whether the Church can carry through its great program and take the gospel to the multitudes who are yet untouched, it republishes calculations made by the Interchurch World Movement to show what could be accomplished by tithing:

"The total expenditures of American Protestant churches for the year 1918, including both local expenses and benevolences, were $249,778,835. If two per cent. of the members of these same churches had an income of $5,000 a year and tithed it, they could pay all the expenses of the churches for that year. If four per cent. had incomes of $2,500 and tithed, or if five per cent. had incomes of $2,000 and did the same, or if two members in each twenty-three had the income of the bricklayer—$6.25 a day—and tithed, they could pay this entire amount. The Alabama waitress gets, without tips, 57 cents a day. This is the lowest wage known in the United States. If one out of every two Protestant church members in the United States gave a tithe of this wage, all the expenses of a year like 1918 would be paid and there would be a balance of $10,681,278. If every member gave such a tithe, namely, 5.7 cents a day, the total would pay for all the 1918 local expenses and benevolences and leave a margin of more than $270,000,000. The small sum of 13.7 cents a day from each member of the Protestant churches of this country would maintain all church expenditures on the 1918 basis and provide for new work throughout the world $1,000,000,000 a year.

"In 1918 the average contribution of the members of the Baptist churches in the territory of the Northern Baptist Convention was 3 cents and 3 mills a day. Every one of these members spent much more than that each day on pleasures and luxuries. If this average could be increased to 5.7 cents a day, we should not only raise the money we are now after, but have a substantial margin. If this average could be further increased to 10 or 15 cents a day, the Baptists would do a world work of unprecedented power."

In Cincinnati a manufacturer named Truesdale gives away regularly the first tenth of his income, runs his business so decently that his men never strike, and says he does this commendable thing because the business belongs, not to him, but to his Creator, writes Rollin Lynde Hartt in the New York *Evening Post*. When the Methodists began rounding up stewards a year ago, during their drive for $105,000,000, they definitely set out to establish "sound and permanent habits of giving," and one of the less-heralded goals of their centenary was "a million tithers in Methodism." They raised $113,000,000 and secured 210,000 tithing stewards. A farmer gives the fruit of every tenth tree in his prize orchard; another gives every egg laid on Sunday; a colored broom-maker in Mississippi gives every tenth broom. Pig clubs and chicken societies in the South give every tenth pig, every tenth chicken; and a diamond merchant gives every tenth diamond. It was feared when the stewardship movement began it would have a chilling effect; "but it is a commonplace in the history of religion that great exactions, far from serving as a deterrent, serve as an attraction, and stewardship has turned out to be actually an instrument of evangelism." As to whether we can spare the money, *The Herald of Gospel Liberty* says:

"Of course we can. We now spend more for almost everything by the day, by the week, by the month, and by the year than we do for the Kingdom. We spend ten cents a day for car-fare, five cents for telephone calls, and we give the church 2.7 cents per day. We are paying on the average $1.50 per week for room rent. We spend forty cents for ice-cream and candy, twenty cents for moving pictures; and we give 18.9 cents per week for the church."

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LOOK FOR THE RED-AND-WHITE LABEL

CURRENT - POETRY

THERE is an irony in the term "victory ball" that Alfred Noyes has not missed in his poem in *The Saturday Evening Post*. If the dead were able to speak, as here imagined, they might show us that this occasion of their bitterness could only be outmatched by the dance of our selfish politicians:

A VICTORY DANCE

By Alfred Noyes

The cymbals crash,
  And the dancers walk
With long silk stockings
  And arms of chalk,
Butterfly skirts,
  And white breasts bare,
And shadows of dead men
  Watching 'em there.

Shadows of dead men
  Stand by the wall,
Watching the fun
  Of the Victory Ball.
They do not reproach,
  Because they know,
If they're forgotten,
  It's better so.

Under the dancing
  Feet are the graves.
Dazzle and motley,
  In long bright waves,
Brushed by the palm fronds,
  Grapple and whirl
Ox-eyed matron
  And slim white girl.

Fat wet bodies
  Go waddling by,
Girdled with satin,
  Tho God knows why;
Gript by satyrs
  In white and black,
With a fat wet hand
  On a fat wet back.

See, there is one child
  Fresh from school,
Learning the ropes
  As the old hands rule.
God, how that dead boy
  Gapes and grins
As the tomtoms bang
  And the shimmy begins!

"What did you think
  We should find," said a shade,
"When the last shot echoed
  And peace was made?"
"Christ!" laughed the fleshless
  Jaws of his friend;
"I thought they'd be praying
  For worlds to mend;

"Making earth better,
  Or something silly,
Like whitewashing hell
  Or Picca-dam-dilly.
They've a sense of humor,
  These women of our,
These exquisite lilies,
  These fresh young flowers!"

"Pish," said a statesman,
  Standing near,
"I'm glad they can busy
  Their thoughts elsewhere!
We mustn't reproach 'em.
  They're young, you see."
"Ah," said the dead men,
  "So were we!"

Victory! Victory!
  On with the dance!
Back to the jungle
  The new beasts prance!
God, how the dead men
  Grin by the wall,
Watching the fun
  Of the Victory Ball!

A few magazines have welcomed the verse of Edna Wahlert McCourt, says *Poetry* (Chicago), which includes these, that seem to us to have an inner thread of harmony. It is the mystery of imperfect blending, however intimate the life's relation, of two persons:

VOICES

By Edna Wahlert McCourt

YOU AND I

A Wife speaks:

We were wild birds soaring
  To reach the sky!
The gray wind lifted you like a feather—
  I ceased to fly.

We were fast streams flowing
  To find the sea!
The brown earth carved for you a channel,
  But none for me.

We were young plants growing
  To brave the cold!
The gold sun kissed you all the winter—
  I am old.

QUERY

A Musician speaks:

How can one sky hold night and day,
  Sun and snow?
How can one heart hold love and passion,
  Friend and foe?

How can one rose hold flower and thorn,
  Bloom and death?
How can music hold these and more?—
    Is it God's breath?

STRANGERS

A Father speaks:

You are a bough and I am the tree:
Why are you reaching over the wall?
What do you see?

You are a fawn and I the deer:
Why do you bound to that farthest hill?
What do you hear?

You are a glacier and I am the snow:
Why do you move across the broad land?
Where do you go?

An English poet gives the following to *The New Republic*, and shows us one of life's little ironies:

TO A RIDER DROWNED AT SEA

By Laurence Housman

O lover of space and speed,
  And of level courses,
And crowded miles on the plain where the goal-posts stand,
  Rider of horses,
  Lord of the swift dark steed,
Life—for a moment held in thy sole command—
  Here in the dusk is thy goal,
  Here dimly appears—
Bearing no garland aloft—thy lintel of home:
  Thy race is done and the rein
  Of the rider has slipt from thy hand,
Over thy head unheeded, but loud in mine ears
  Go the running feet of the foam,
  And the sound of the wild sea-horses,
  Riderless—galloping home!

One of three poems contributed by Louis Untermeyer to *The Yale Review* (July) turns by an assumption the argument against the present in favor of the past. Perhaps cathedral-builders were men of the type he figures, and that they built for future generations, not a place of worship, but a tomb. Poetry and religion will have to fight it out:

PORTRAIT OF AN OLD CATHEDRAL

By Louis Untermeyer

What vigor raised those spires; what joyful hand
  Put strength into those arches, gave the free
  Rock this immense and grotesque dignity,
Making the structure greater than it planned!
What laughter shook the builders as they scanned
  Those grinning gargoyles, and a jubilee
  Spirit enlarged the workers' energy;
While, laid with love, each stone was made to stand!

And now, within your great and whimsical wall,
  These sober generations, self-deceiving,
Come with perfunctory prayers and every small
  Hatred that turns them hard and unforgiving,
Dead worshiping the dead! And over all
  A gargoyle laughs. Only the stone is living.

It might be called "A Moral for Cubists" which *The Athenæum* (London) serves upon the modern artist in the following. The relief from modern inflictions which the present writer seems to crave in his final stanzas will lead many to echo his sentiments:

CONTORTIONIST

By J. J. Adams

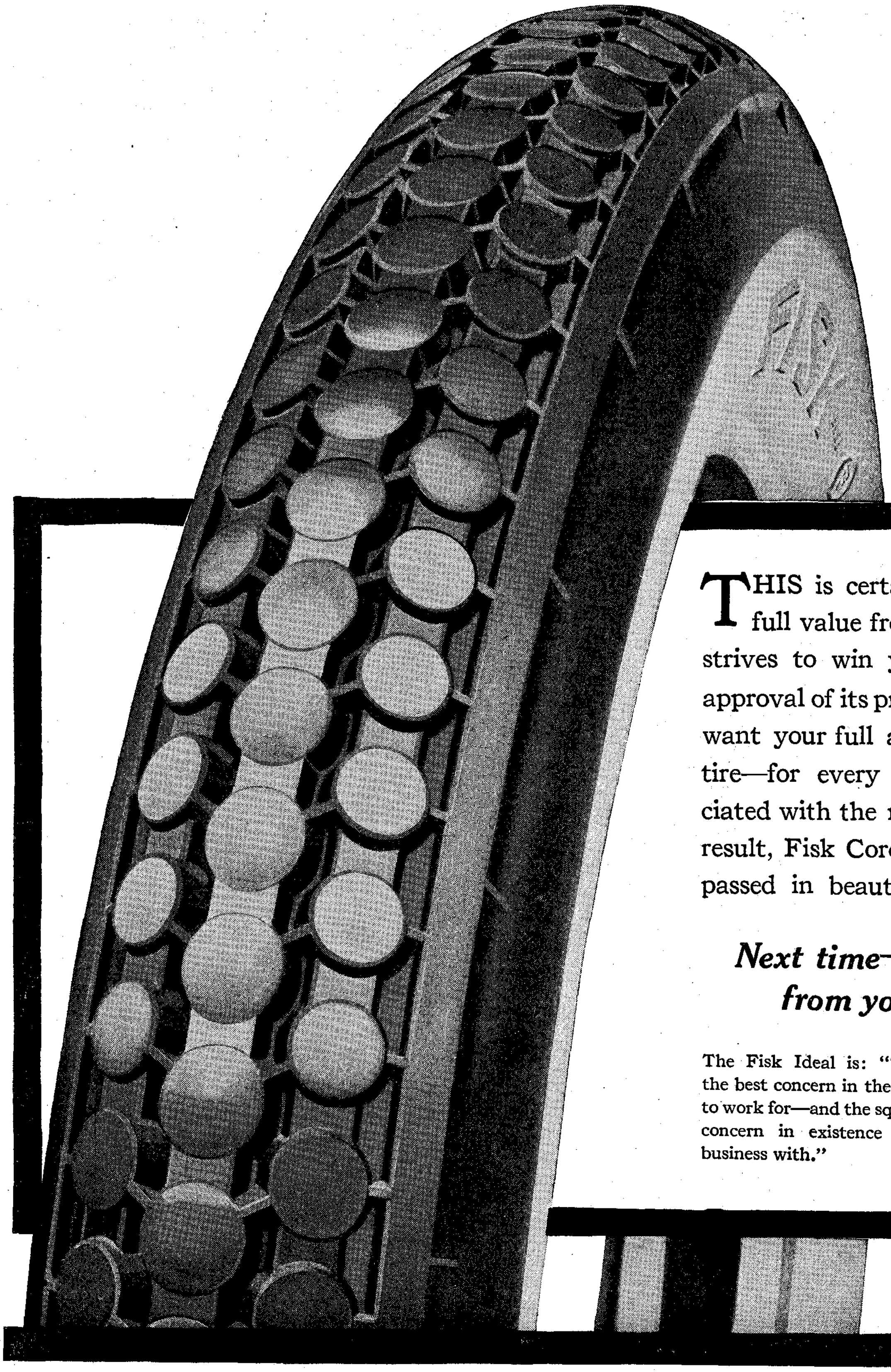
This strange man has no bones, he bends
All ways, his head and heels like friends
Affectionately meet and kiss.
Around that supple frame of his
His limbs, fantastically spangled,
Are all deliriously entangled.

Contortionist insensibly,
Out of the straining body we see,
Becomes a system of design,
Of interpenetrant tone and line.
Colored planes that mingle and shift
Across that heaving torso drift.

I saw the bellicose Cubist
Agaze at this contortionist.
I said: "Observe the delicate tones
That mark the play of muscles and bones.
Those gracious curves in all his tangles
Should put one out of love with angles.

"He has no pyramidal eyes,
Nor iron girders for his thighs,
Nor thorax like a mangled box,
Nor shoulders built of solid blocks.
Oh, do not to a Cubist plan
Reduce this shapely little man!

"God bless the good contortionist,
And help him through each wriggle and twist!
And do not let him ossify,
But keep him agile as a fly!
And give him a kind, obedient wife
To make him happy all his life!"



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JUTE, THE COMMERCIAL WRAPPER OF THE WORLD

(The Commerce Monthly)

NO OTHER COMMODITY has as yet been produced in sufficiently large quantities at a price low enough to compete with it. Next to cotton, more pounds of jute are manufactured each year than of any other fiber. The shipment of American raw products requires several hundred million jute bags every year, a much larger amount than is needed in any other country. The cotton crop is entirely dependent on jute for its covering, and grains, unless shipped in bulk, are equally so. Most of the bags used in the United States are made by local mills from imported burlap, which is also extensively used for wrapping bulky articles such as meats, furniture, and manufactured textiles. All the jute of commerce comes from India, and until recent years Scotch and Indian mills supplied practically all the manufactured jute appearing in international trade. The coarse, loosely constructed cloth used in baling cotton is the only jute fabric woven in this country to any extent. The amount the United States pays each year for jute bags and burlap is considerably greater than that paid for combined imports of piece goods of wool, silk, cotton, flax, and hemp. In the year ending June 30, 1919, it was more than twice as great.

Jute is a soft fiber, light yellow or sometimes grayish in color, four to eight feet long. Prior to 1914 it was the cheapest of the fibers. As jute decays readily when exposed to moisture and is much more brittle and less durable than either Manila hemp or sisal, it can not be successfully substituted for either in the making of rope and binder twine. The fiber is extracted from the outer skin of the stalks of the Corchorus, an annual, native to Bengal, the uses of which were known in India long before the advent of the British and apparently from time immemorial. The natives wove the long strands by hand into mats, ropes, and coarse cloth from which clothing was made.

Altho there are millions of acres available for the cultivation of jute in India, the area sown remained practically the same throughout the ten years immediately preceding the war. It is estimated that in the provinces of Bengal and Assam, which together contributed about 94 per cent. of the 1919 crop, there are some 35,000,000 acres of land actually in cultivation, and of these less than three million acres are devoted to jute. The Province of Cooch-Behar and the neighboring kingdom of Nepal also produce jute in commercial quantities. Its cultivation is carried on to a limited extent in southern China, in Formosa, and in French Indo-China. The production in these regions, however, is not sufficient to supply home demands.

TABLE A

ACREAGE AND PRODUCTION OF JUTE IN INDIA

Year	*Acreage*	*Production in 400-Pound Bales*	*Equivalent in Gross Tons*
1904–08 (five-year average)	3,152,000	8,361,220	1,493,075
1909–13 (five-year average)	2,949,600	7,905,380	1,411,675
1914	3,169,600	8,751,800	1,562,821
1915	3,358,700	10,443,900	1,864,982
1916	2,377,300	7,428,700	1,326,554
1917	2,671,850	8,305,600	1,483,143
1918	2,500,382	7,019,088	1,253,409
1919	2,821,575	8,486,234	1,515,399

TABLE B

EXPORTS OF RAW JUTE FROM BRITISH INDIA FOR THE FISCAL YEARS ENDING MARCH 31

	1910–1914 Five-year Average	1915	1916 (In Gross Tons)	1917	1918	1919
United Kingdom	301,864	265,580	338,661	260,227	67,768	224,121
Germany	164,392	30,031				
United States	95,621	81,115	106,633	123,714	94,171	61,229
France	76,507	34,195	29,639	44,837	24,853	42,963
Austria-Hungary	44,620	11,586				
Italy	38,109	41,506	60,740	38,451	24,792	26,633
Spain	21,764	25,133	39,533	37,693	38,144	13,056
Russia	8,015	4,357	3,285	11,765		
Belgium	5,316	800				*
Japan	3,650	3,218	4,635	4,207	7,743	*
Brazil	2,004	1,350	8,991	13,192	16,557	*
Other countries	2,526	6,224	7,996	5,682	4,072	30,144
Total	764,388	505,095	600,113	539,768	278,100	398,146
Value	$72,031,952	$41,885,002	$50,747,979	$52,844,039	$20,938,408	$41,268,173

* Not reported separately.

TABLE C

SOURCES OF RAW JUTE AND JUTE BUTTS IMPORTED INTO THE UNITED STATES

Year Ending June 30	*Total*	*British India* (In Gross Tons)	*United Kingdom*	*Other Countries*
1910–14 (five-year average)	93,163	89,248	2,745	1,170
1915	83,140	80,444	2,619	77
1916	108,322	99,780	6,910	1,632
1917	112,695	108,471	2,211	2,013
1918	78,312	76,858	88	1,366
1919	53,218	53,028	54	136
1920 (first nine months)	53,769	53,002	207	560

TABLE D

PRODUCTION OF JUTE GOODS IN THE UNITED STATES IN 1914

	Production	*Value*
Bags and bagging, square yard	131,827,658	$6,441,000
Rope, pound	26,814,920	2,097,000
Twine, pound	55,282,159	5,268,000
Yarn, pound	69,827,005	7,358,000
Carpets and rugs, square yard	4,862,302	1,172,000
Total		$22,336,000

TABLE E

PRICE OF LONDON JUTE ASSOCIATION FIRST MARKS ON DATE NEAREST MAY 1, 1915 TO 1920

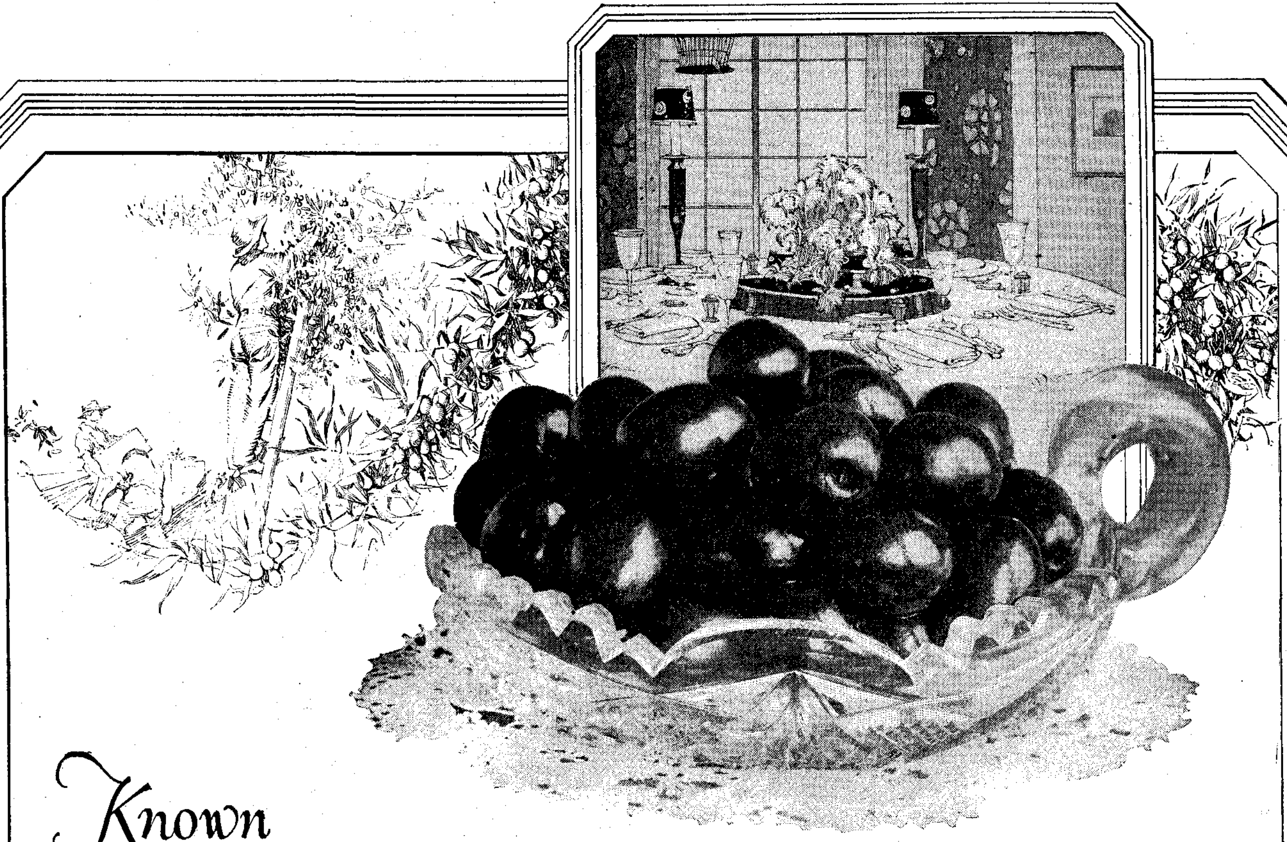
Date	*New York (Cents per Pound)*	*London (Pound Sterling per Gross Ton)* £	s.	d.	*Equivalent in Cents per Pound at Current Rate of Exchange*
May, 1913	6.6	29	12	6	6.4
1914	7.5	33	15	..	7.4
1915	5.1	20	10	..	4.4
1916	7.5	32	10	..	6.9
1917	10.5	*..	..	..	*..
1918	13.0	*..	..	..	*..
1919	9.3	39	..	..	8.1
1920	11.0	60	..	..	10.3

* On February 16, 1917, a government order was issued whereby the Army Council took possession of all unsold stocks of raw jute in the United Kingdom. Dealings on both spot and shipment stopt until repeal of this order, April 4, 1919.

THE WORLD EATING WITH AMERICAN TEETH—Prohibition of the importation of artificial teeth into France on the ground that they are luxuries will, says a statement by the National City Bank of New York, affect a growing industry and export trade of the United States representing several million dollars. For several years, the statement continues, this country has been the largest manufacturer of artificial teeth, and has turned out probably $50,000,000 worth in the last decade. Curiously, France never has been a considerable producer of this class of manufactures, having depended chiefly upon the United States, Great Britain, and Germany for its requirements. In 1913 we sent to France alone $28,000 worth; to England, $175,000 worth; to Germany, $25,000 worth, and to Canada, $55,000 worth. During the war the demand in Europe declined, and our exports of teeth to that continent fell from $236,000 worth in 1913 to $153,000 worth in the second year of the war and to only $72,000 worth in its closing year. But the trade is picking up, and the exports of teeth just now are running at the rate of more than $50,000 a month, or $600,000 a year.

Curious as it may seem, with the decrease of export of this character to Europe during the war, those to other grand divisions increased, and the total to the North American countries other than the United States was in 1918 nearly three times as much in value as in the year before the war, to South America more than double the prewar figure, while to Asia and Africa the exports of artificial teeth were four times as much in 1918 as in 1915.

The manufacture of artificial teeth represents in the United States alone, says the bank statement, a capital of probably $10,000,000, the figure for 1914 having been $6,250,000, according to the official record of the United States. The cost of material used in their manufacture was a little less than $2,000,000, and the value of the products more than $4,000,000. They are made chiefly in the States of New York and Pennsylvania.



Known through all the ages for flavor, food value and wholesomeness

THE OLIVE is one of the oldest foods known to man. Through countless generations it has been esteemed by the peoples of all nations for its delicacy and wholesomeness.

As the name implies, California Ripe Olives are left on the trees until they are properly ripened. Their rich, dark-brown color indicates their full content of olive oil.

The "Juice" of the Olive

Oil is to the olive what juice is to the orange. It is both food and flavor. And it is this high percentage of oil in the California Ripe Olive that makes it so different—so immeasurably better.

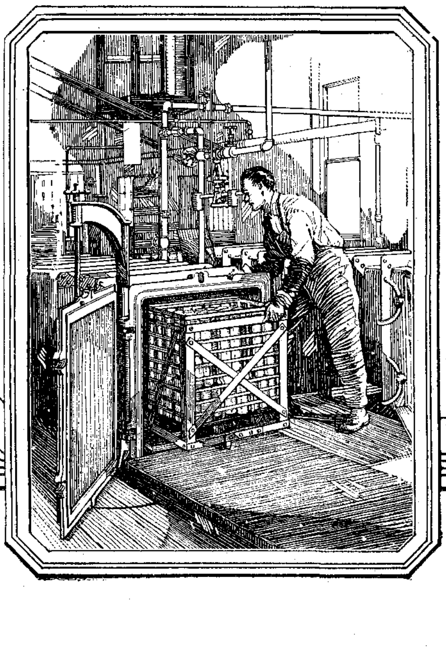
Ripe olives are not pickles. They are a delicious ripe fruit, canned with all its natural goodness. A relish! yes,—because their wonderful flavor whets the appetite. But they are a food as well—nutritious as meat and bread,—and so easily digestible, so wholesome that even little children may eat freely of them.

The Flavor of Nuts and Fruits

And their flavor! You must try them to appreciate it. Some describe it as a delicious blend of ripe fruit and salted almonds. They are distinctly different from anything else you know, and they're so good that no matter how many you eat, you always want more.

In California where everybody knows and uses ripe olives, they are an article of every-day diet served on every possible occasion,—for dinner, luncheon, tea. Then, too, they make an ideal relish for picnics, lunch-boxes, and as a nibble between meals. Chopped or minced, they are delicious in salads, sandwiches and sauces.

After being sealed in their sanitary containers, California Ripe Olives are cooked for a long period at high degrees of temperature. This process of sterilization (as illustrated below) makes them one of the safest and most wholesome foods that you can put on your table.



California
RIPE OLIVES

The California Olive Association is an organization of growers and packers united to insure the scientific growing, sterilizing, and packing of California Ripe Olives, and to make the purity and wholesomeness of this distinctive California fruit more widely known and appreciated. To be certain of reliable California Ripe Olives, make sure that you buy a brand packed by one of the Association Members listed below.

CALIFORNIA OLIVE ASSOCIATION

McCann Building, San Francisco, Cal. Higgins Building, Los Angeles, Cal.

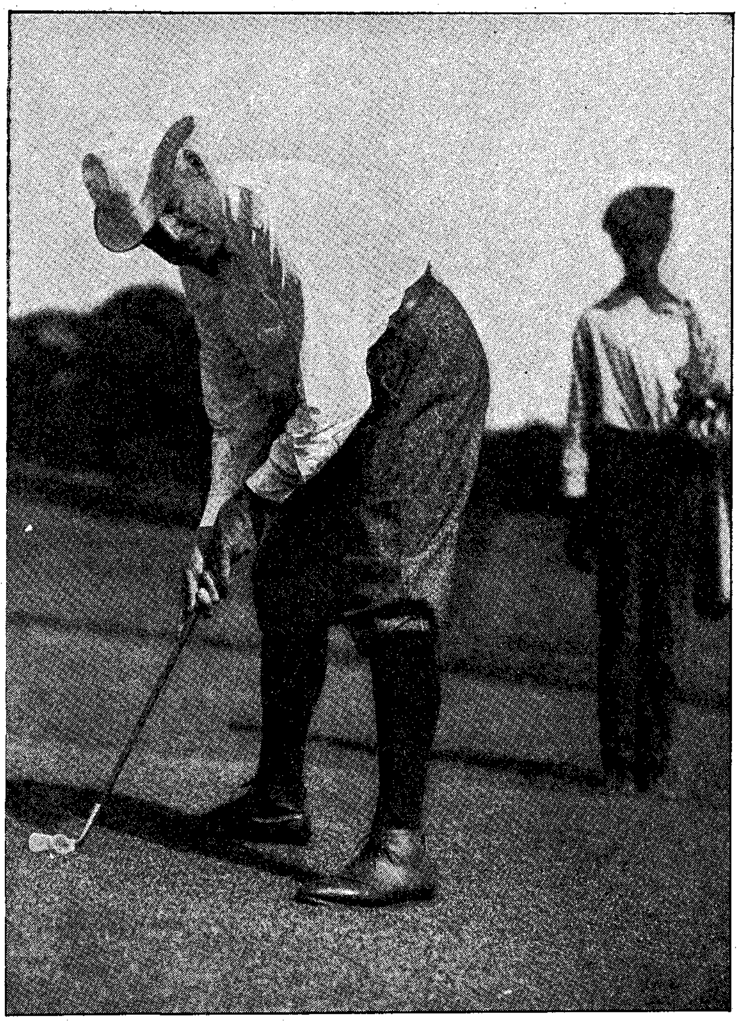
PACKER MEMBERS:

A. Adams, Jr.
Albers Olive Company
American Olive Company
California Growers Ass'n
California Packing Corp.
C. M. Gifford & Son
Golden State Canneries
Libby, McNeill & Libby
Lindsay Olive & Fruit Packing Company
Los Angeles Olive Growers Ass'n (Sylmar Ranch)
Maywood Packing Co.
McNally Ranch
Mt. Ida Packing Company
Old Mission Packing Corp.
Roeding Fig & Olive Co.
Sunical Packing Company

PERSONAL GLIMPSES

"INSIDE STORY" OF THE REPUBLICAN NOMINATIONS

HIRAM JOHNSON was sleeping peacefully in his room at the Blackstone Hotel, in Chicago, at a quarter to three on the morning of Saturday, June 12, dreaming, perhaps, of the Presidency. At that very moment in the room below him, No. 404, which will probably be spoken of in years to come as one of the famous hotel rooms in history, sundry leaders of the G. O. P. who had done more or less conferring since eight o'clock the previous evening were imparting to Warren G. Harding the glad tidings that they had decided he was to be made the Republican nominee for President. The "conference" where this momentous decision had been made does not appear to have been called in accordance with any previous understanding. In fact, it seems not to have been called at all, but to have taken place spontaneously, so to speak. These worried leaders, full of anxiety over the confusion and generally undecided aspect of the situation when the convention had adjourned Friday night after four futile ballots, could think of nothing better to do than go and see Col. George B. Harvey, editor of *The North American Review* and *Harvey's Weekly*, who was the occupant of room No. 404, and had come to the convention at the invitation of many of the leaders to render such assistance as he was able in any emergency that might arise. Colonel Harvey had already had an important part in the conferences that led to the adoption of the Treaty plank in the platform, and many of the leaders had become so accustomed to dropping into his room that it seemed the natural thing to do. They began to drop in, one by one, to "talk over the situation." The conference that thus developed was "elastic and constantly changing in personnel as this national figure or that entered or departed," says a writer in the New York *Evening Sun*. "It brought together in the sheer magnetism of a remarkable crisis men that were heartily for one or another of half a dozen aspirants." Many legends have gone zigzagging over the country about that conference, observes Mark Sullivan in the New York *Evening Post*, and in view of the incompleteness, and in some cases the inexactness, of these stories, Mr. Sullivan feels called upon to give what he describes as "a meticulously accurate record of the central facts," from which recital we quote as follows:



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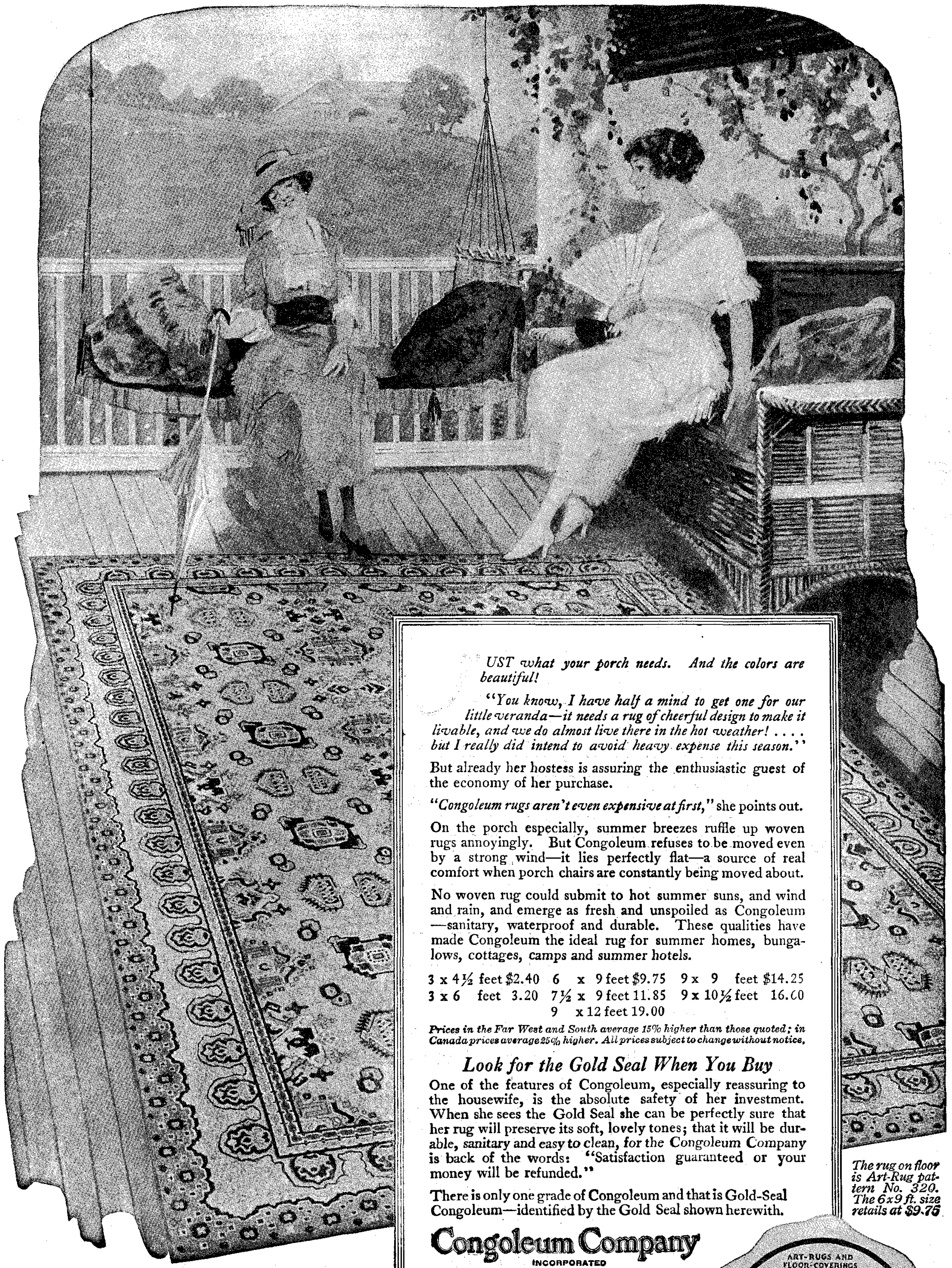
HOW HARDING FORGETS POLITICS.

Nominee Harding is well known as a golf enthusiast. When the convention was over he went back to his desk in his office at Washington, and after a day of strenuous work there went out on the links for an hour of recreation at his favorite game.

> The first man to call at Colonel Harvey's room was Senator Frank Brandegee, of Connecticut. Shortly thereafter Senator Lodge, of Massachusetts, came. At that time it was suggested among the three already present that the situation arising out of the demonstrated deadlock between Wood and Lowden ought not to be allowed to drift into such an accidental and possibly unfortunate outcome as might well be the result if it were not taken in hand by the leaders and given some measure of guidance. It was decided to send for various others who would naturally have either vital interest in the outcome or power of direction over it.
>
> The next man to arrive was Senator Watson, of Indiana; the next was Senator Smoot, of Utah; following him came Senator McCormick, of Illinois, Senators Wadsworth and Calder, of New York, and Joseph R. Grundy, of Pennsylvania, who is a private citizen, but has a large measure of power in the Republican politics of that State.
>
> Mr. Grundy and Colonel Harvey were the only men in the conference who were not Senators. These nine were the only men who were present. An occasional one of them went out of the room for a time to other parts of the city to consult subordinates or associates, but no other man at any time entered the room, and all reports of the participation of others are in error.

The writer in the *Sun*, quoting Colonel Harvey, reports that if it could be said that any one man took a leading part in the momentous talks that developed, that part might be assigned to Senator Frank B. Brandegee, of Connecticut, but the final decision represented the best judgment of all the men who called at Room 404 that night. Further:

> They were of all divisions of sympathy in the matter of a candidate. Lodge would have liked to see Wood nominated. McCormick was a friend of Johnson and of Lowden and had nothing against Wood. Watson liked Lowden, and so it went. Everybody wanted to have his own way, but everybody knew



UST what your porch needs. And the colors are beautiful!

"You know, I have half a mind to get one for our little veranda—it needs a rug of cheerful design to make it livable, and we do almost live there in the hot weather! . . . . but I really did intend to avoid heavy expense this season."

But already her hostess is assuring the enthusiastic guest of the economy of her purchase.

"*Congoleum rugs aren't even expensive at first,*" she points out.

On the porch especially, summer breezes ruffle up woven rugs annoyingly. But Congoleum refuses to be moved even by a strong wind—it lies perfectly flat—a source of real comfort when porch chairs are constantly being moved about.

No woven rug could submit to hot summer suns, and wind and rain, and emerge as fresh and unspoiled as Congoleum—sanitary, waterproof and durable. These qualities have made Congoleum the ideal rug for summer homes, bungalows, cottages, camps and summer hotels.

3 x 4½ feet	$2.40	6 x 9 feet	$9.75	9 x 9 feet	$14.25
3 x 6 feet	3.20	7½ x 9 feet	11.85	9 x 10½ feet	16.00
		9 x 12 feet	19.00		

Prices in the Far West and South average 15% higher than those quoted; in Canada prices average 25% higher. All prices subject to change without notice.

Look for the Gold Seal When You Buy

One of the features of Congoleum, especially reassuring to the housewife, is the absolute safety of her investment. When she sees the Gold Seal she can be perfectly sure that her rug will preserve its soft, lovely tones; that it will be durable, sanitary and easy to clean, for the Congoleum Company is back of the words: "Satisfaction guaranteed or your money will be refunded."

There is only one grade of Congoleum and that is Gold-Seal Congoleum—identified by the Gold Seal shown herewith.

Congoleum Company
INCORPORATED
PHILADELPHIA SAN FRANCISCO CHICAGO
MINNEAPOLIS DALLAS BOSTON MONTREAL

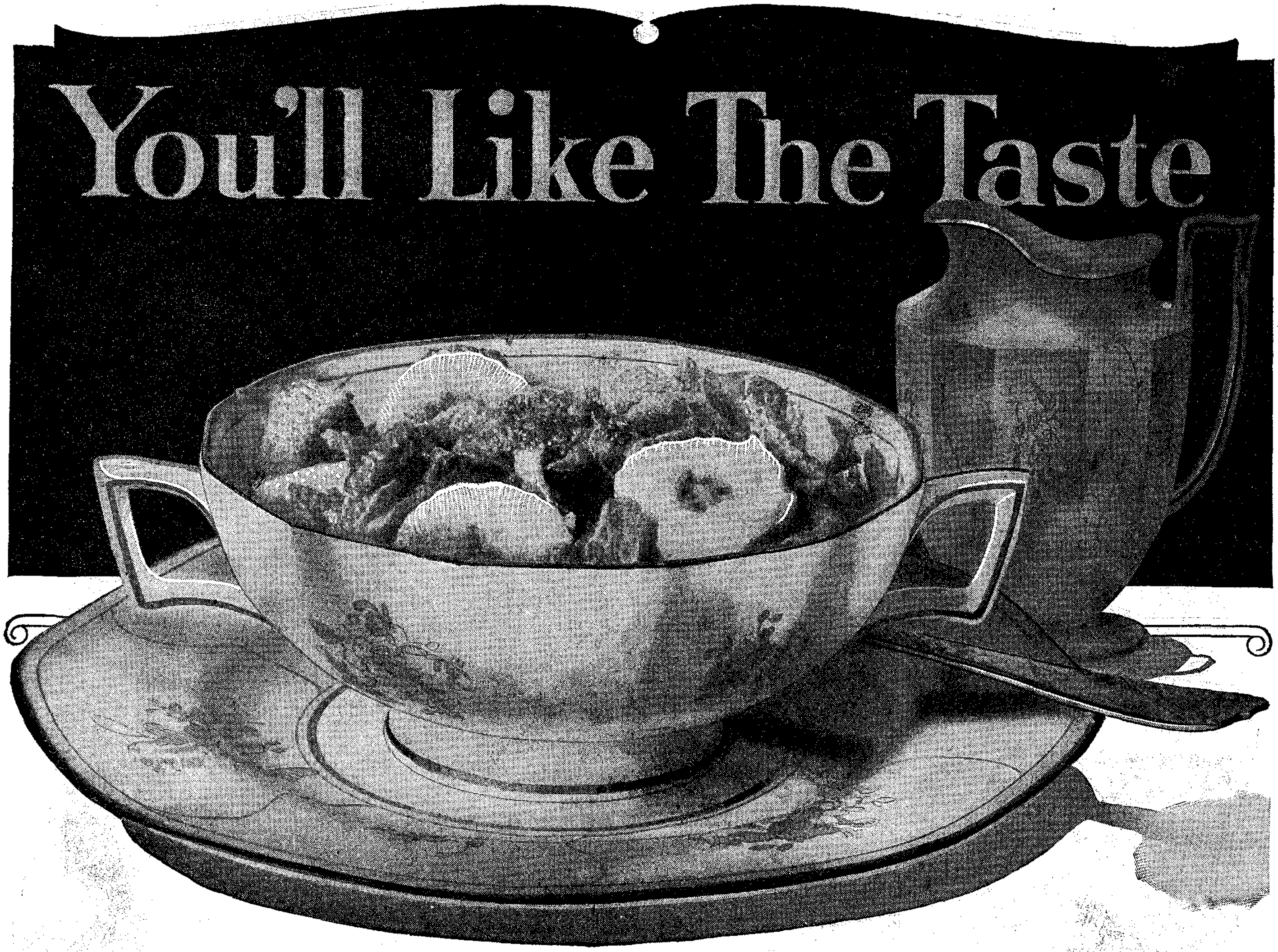
The rug on floor is Art-Rug pattern No. 320. The 6x9 ft. size retails at $9.75

ART-RUGS AND FLOOR-COVERINGS
CONGOLEUM
GOLD SEAL
GUARANTEE
SATISFACTION GUARANTEED OR YOUR MONEY WILL BE REFUNDED
A DAMP-CLOTH WILL REMOVE SEAL IF IT STICKS TO GOODS

CONGOLEUM
GOLD SEAL
ART-RUGS

If you are interested in summer floor-coverings write for our new Summer Rug Booklet.

You'll Like The Taste



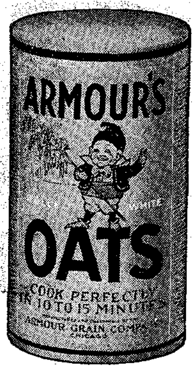
IF you would know how perfect and satisfying corn flakes can be, by all means try Armour's Corn Flakes. Immediately you will be introduced to a refreshing summer food-delight. Flakes of firm, unvarying texture—fresh and flavory in the triple-sealed package.

ARMOUR'S CORN FLAKES

Toasted "Just Right" in Battle Creek, Mich.

ARMOUR'S CORN FLAKES
ARMOUR'S OATS
ARMOUR'S PANCAKE FLOUR
ARMOUR'S MACARONI SPAGHETTI NOODLES
ARMOUR'S CORN FLAKES
ARMOUR'S
THICK FLAKES
THICK FLAKES
TOASTED
CORN FLAKES
MANUFACTURED AND GUARANTEED BY THE
ARMOUR GRAIN COMPANY
CHICAGO

Serve them with bananas or berries, morning, noon or night, these summer days. Naturally sweet, sugar-saving is made easy. Then, too, these corn flakes are so substantial. They do not "mush down" when cream or milk is added. Crisp to the last! Order from your grocer.

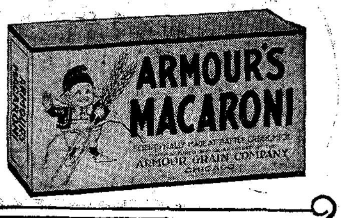

ARMOUR'S
OATS
COOK PERFECTLY IN 10 TO 15 MINUTES
ARMOUR GRAIN CO.

Manufactured by

Armour Grain Company
CHICAGO

Makers also of Armour's Oats, Pancake Flour, Macaroni, Spaghetti and Noodles

ARMOUR'S
SELF RISING
PAN CAKE FLOUR
ARMOUR GRAIN COMPANY


ARMOUR'S
MACARONI
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CHICAGO

> the danger of letting the convention run over into the following week.
>
> As the hours went by all aspirants and possibilities were eliminated. Coolidge, as a candidate for President, was too much of the East. Sproul was tagged by Atterbury, of the Pennsylvania road. Hughes inevitably recalled the fluke of 1916, and a fluke is the most tragic, the most irreparable thing in politics. As for the Big Three—Wood, Lowden, and Johnson—the impossibility of nominating any one of them without a long-drawn-out forty- or fifty-ballot contest, producing hard words and causing deep wounds, was recognized.
>
> So, as the hands of the clock went around toward three, it came to Senator Harding, the only candidate that had not aroused antagonisms, the candidate of Ohio, a State that must be won, the candidate with the prestige of another McKinley. Leader after leader left Colonel Harvey's rooms thoroughly convinced that Harding must be named and aware of the strategy to be employed. Their business then was to instruct and guide their subordinates in the organization for the work in hand.
>
> After they had gone, all except Brandegee, Senator Harding went to the Blackstone and was shown up to Room 404. They were weary men, Harding, Brandegee, and Harvey, but they were too tired to hurry to bed and they talked for an hour and a half. Harding was gratified when he was told that his nomination had been decided upon and that he would have the cordial backing, it was then hoped, of all rivals and their followings.

When morning came after this hectic night the sad news had to be broken to Col. William C. Procter, General Wood's manager, and then to General Wood himself. "They were asked to agree and to help," says the *Sun* writer. "They refused. They would not agree to anything that meant Wood's retirement from the race." This writer avers further that Wood himself went to Johnson and made an appeal. Rebuffed there, we are told that he visited Lowden personally at the Blackstone and proposed that if Lowden would consent to Wood's nomination, Lowden could have the Vice-Presidency. This also was rejected, and we read on:

> General Wood withdrew, dejected, but still determined to carry on the fight in the convention. Colonel Procter again informed the Senatorial group that had agreed upon Harding that Wood's last answer was a flat "No." Thereupon the Senators replied that if Procter insisted on Harding being nominated over Wood's protest, Harding would so be nominated, painful as it might be.
>
> As regards Lowden, the outcome of the negotiations reflected great credit upon him. The decision in favor of Harding was a blow and a shock. It meant the collapse of hope that had been sustained in bitter hours. There was something of humiliation in it—tragedy, as a matter of fact—because of the general recognition of Lowden's fine character and of the circumstances surrounding the spending of money in his cause, blunders made by his managers that were fatal to him. But he took the news calmly and acted handsomely. It was taken to him by A. T. Hert and Charles B. Warren, National Committeemen, respectively, from Kentucky and Michigan. They told him that neither Wood nor himself would be nominated, Johnson, of course, having been out of the race from the start. Lowden replied: "You gentlemen know more about it than I do, but I have reached the conclusion that you are right. I will be guided by the wishes of the leaders and the good of the party. I am ready to release the delegates at any moment you please."
>
> Procter's and Wood's attitude had by then lined up about everybody against Wood. The situation was strained by noon. Bad language flew and a great deal was said in heat that was regretted and apologized for subsequently. As the morning session started the agreement was made by the Senate leaders that no effort to put Harding over in the morning session would be made; that Lowden and Wood would be allowed to have a last fair and square chance before the rush to Harding was counseled. That is the way the situation unrolled. Four ballots were taken with Lowden and Wood running neck and neck, one taking the lead only to surrender it to the other, but neither getting anywhere. Johnson, who had not been directly consulted in the preliminaries of Room 404 that led to Harding being taken up as a candidate (as Borah had not), faded from sight in these ballots.

After the fourth ballot on Friday the Harding supporters asked for a recess. Wood at the end of this ballot stood where he was at first, 299. Harding had been pushed forward slowly and now stood at 133½. What happened when the recess was over and the ninth ballot began is thus told by Mark Sullivan in the New York *Evening Post:*

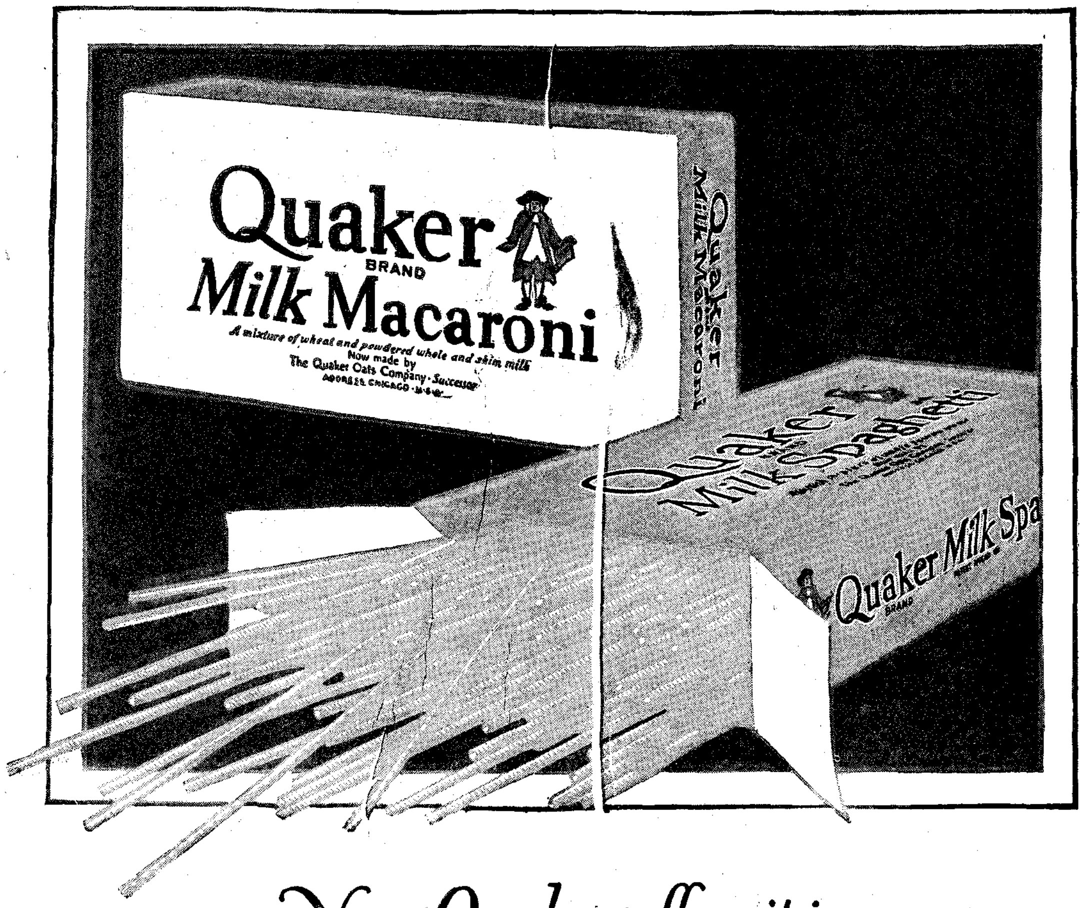
> Alabama stood pat; then came Arizona. For the ninth time the gallant Arizona Wood man arose. This time, for the first, he varied the formula; he rolled his voice out in shrill defiance: "Arizona again casts six votes for Wood." Arkansas recorded no change. California no change. She still threw her votes for Johnson. Colorado made no change, and then the thing happened.
>
> The chairman called Connecticut. Up to now Connecticut has always voted the same—one for Johnson and thirteen for Lowden. Now the thirteen Lowden votes were cast for Harding. That was the biggest switch that had yet taken place. It looked like the big breaking we shall know in a minute. Sure enough, when it came to Florida, the bulk of that delegation went to Harding. At Kansas it was all over with Wood. That State, which had started out with a large majority for Wood, had later steered to Lowden. Now it cast its entire twenty votes for Harding. That settled it. The big break was on. The Kentucky delegation switched its whole twenty-six votes from Lowden to Harding. That meant that the beating of Wood was complete and that Lowden was now to be put out. Missouri clinched the evidence. The entire thirty-six delegates of that State switched to Harding. The rest was a hurried rush to the band-wagon. Finally, even Pennsylvania broke and joined the rush that all must take if they expect to have access to the pie-counter of a successful nominee. Sixty delegates from that State left their favorite, Sproul, and voted for Harding.

Mr. Sullivan, in speaking of the legends which have circulated about the conference in Room 404, says that nearly all of them have included details to the effect that in addition and incidental to the agreement on the Presidency there were bargains and agreements with regard to the Vice-Presidency. This is erroneous, states this writer. We are told that the men at this conference purposely avoided discussion of the candidate for the Vice-Presidency so that it would not obscure the larger issue of the Presidential candidacy. C. W. Barton, writing in the Boston *News Bureau*, says that the nomination of Calvin Coolidge for Vice-President was "the one spontaneous act of the convention," and he goes on to describe it as follows:

> The National Committee and Senatorial leaders had picked Lenroot to complete the Harding ticket. Chairman Lodge gave Senator Medill McCormick the platform from which to nominate with ringing voice Lenroot, of Wisconsin, for Vice-President. But a smaller, clearer voice from Oregon, 'way down in the corner of the hall, spoke a few masterly words for Coolidge, and the hall rang with spontaneous applause for the Governor of Massachusetts. Representatives of twelve States jumped to their feet to second the nomination. The chairman courteously gave recognition to a woman delegate from Maryland to second the nomination, but her voice could be heard but a few feet away.
>
> North Dakota in the front of the hall was next recognized and quickly seconded Coolidge. Then Allen, of Kansas, and Anderson, of Virginia, were nominated and the roll-call began. The first response was Alabama, "Two votes for Coolidge," and the hall rang with applause. It then gave twelve votes to Lenroot, but it was suddenly apparent that the convention was for Coolidge and not Lenroot. When the clear, high voice away back in the hall that for two days had sounded ten times "Arizona has six votes for Gen. Leonard Wood" answered second on this roll-call, "Arizona has six votes for Governor Calvin Coolidge," the convention all from top to bottom and from every corner and right through the middle rang with applause that gave the size of the Coolidge sentiment that nobody had been able before to measure.
>
> The third "A," Arkansas, spoke, "Thirteen votes for Coolidge," and again the house rang. California followed on a roll-call that in her twenty-six votes resounded nineteen times for Coolidge. Colorado followed with twelve votes for Allen, but it passed without notice.
>
> The cheering came again when Connecticut cast her thirteen votes for Coolidge. Thirty-six votes from Illinois for Coolidge set the hall ringing again, but the demonstration was louder when Massachusetts shot in her thirty-five votes. The applause was double because it was for both Coolidge and Massachusetts. It was renewed when New York announced fifty-nine for Coolidge.
>
> Ohio then surprized the convention, which received in practical silence "Ten for Coolidge, nine for Lenroot, nine for Anderson, ten for Allen, and ten for Pritchard." Ohio, through

MAN'S REAL STAFF *of* LIFE

Not wheat alone—but wheat and milk combined


Quaker
BRAND
Milk Macaroni
A mixture of wheat and powdered whole and skim milk
Now made by The Quaker Oats Company, Successor
CHICAGO, U.S.A.
Quaker Milk Macaroni
Quaker Milk Spaghetti
Quaker Milk Spa

Now Quaker offers it in MILK *Macaroni,* MILK *Spaghetti*

Milk Macaroni and Milk Spaghetti, as now made by the Quaker Oats Company, are foods entirely new.

Ordinarily these foods are made of wheat and *water*. We make them of wheat, enriched with sweet and wholesome *milk*.

The result is a noticeable new quality of flavor, a new food delight—Macaroni and Spaghetti, as light as little popovers—as tender as the dainty little tips of fresh asparagus—as rich and smooth as new creamed potatoes.

What dietitians teach

But this rich new flavor alone was not all we sought.

We were inspired by the teachings of modern dietitians. They have discovered, in the last decade or two, facts about nutrition not hitherto understood.

They have learned that wheat—for centuries acclaimed man's "staff of life"—needs the addition of *milk* to make it a perfect food.

Wheat is rich in body-building nourishment, rich in nutritive elements that we must have, but it is lacking in one substance vital to human health and growth.

A substance called "vitamines" and more abundant in milk than in any other food.

Combine wheat and milk, these scientists say, and you have a perfect nutritive value—one that answers every food need.

And so now Quaker offers it to you—man's real staff of life—wheat and milk *combined*.

Ample nourishment at low cost

So hunger-satisfying, so highly nutritious is Milk Macaroni and Milk Spaghetti, you can serve them often in place of the heavier, more costly dishes.

There are few foods that offer such abundant nourishment at so low a cost. And there are few foods which are at the same time so rich in flavor, so tempting, so pleasing.

Milk Macaroni, Milk Spaghetti! As light as little popovers—as tender as the dainty little tips of fresh asparagus—as rich and smooth as new creamed potatoes. Your family will enjoy them often.

Big value packages

We pack more macaroni than usual in each box. By thus saving in packing, and other costs, we are able to give you this better, more costly product at about the same price per ounce as ordinary macaroni.

The smaller box contains enough for two full family meals. The larger box is an even better value.

Ask your grocer for it today. If he should happen not to have it, write us, giving his name and we will see that you are supplied. The Quaker Oats Company, 1107 Railway Exchange Building, Chicago, U. S. A.

Myron T. Herrick, had seconded the nomination of Lenroot, as was perfectly proper, considering the agreement to make the ticket Harding and Lenroot. Mr. Herrick said, privately: "We are for Coolidge and will vote for him unanimously on the second ballot. But after the recognition of Ohio to lead the ticket we chose as a matter of courtesy to scatter our votes among all the candidates." But there was no second ballot.

Oklahoma followed with her twenty votes for Coolidge, Oregon with her full ten.

Then Pennsylvania put the finishing touch, and with her full sixty shot Coolidge over the line at ten minutes past seven, as fifty-five minutes before with sixty votes she had carried Harding ten points beyond the finish line.

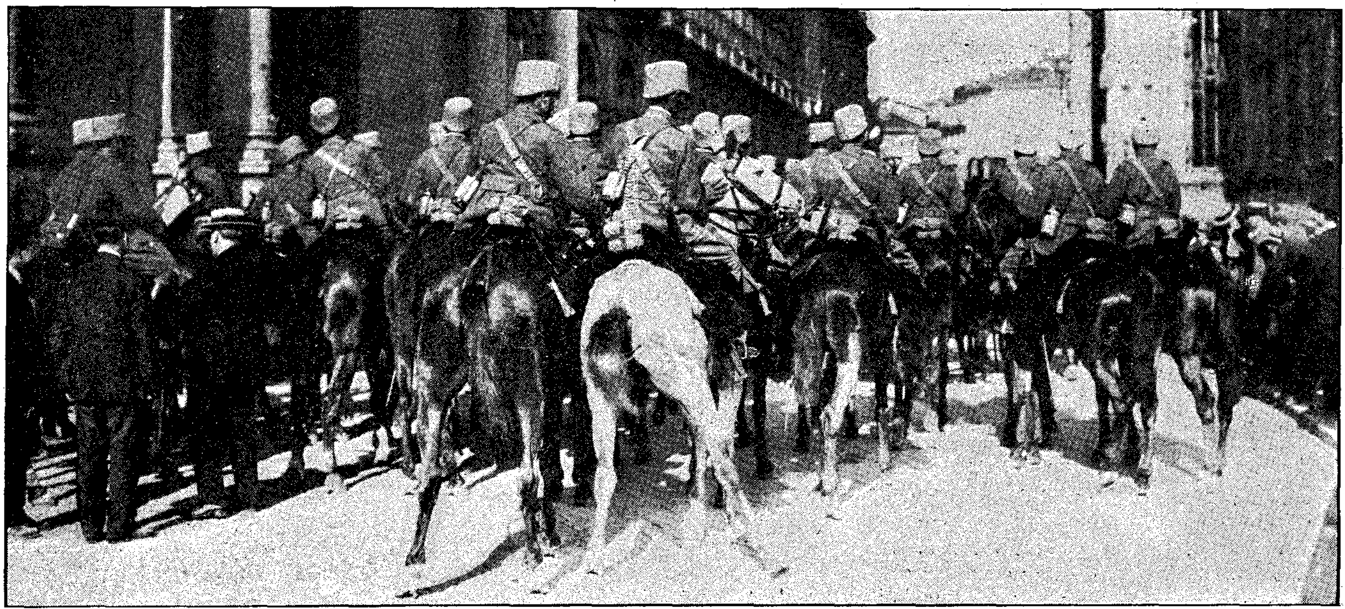
So unexpected was the movement in favor of Coolidge that we are told some of the Massachusetts delegation who had been polled and had cast their votes for Lenroot had left the convention hall, considering Lenroot's nomination a settled fact. We read in *The Wall Street Journal:*

> Frank H. Stearns, who had done such good educational work for Coolidge was already walking back from the convention hall. Louis K. Liggett was no longer interested. He was back at the Blackstone cooling off when a Massachusetts delegate burst into his room and said, "Isn't it great?" "Great what?" said Liggett. "The nomination of Coolidge?" "Nominated for what?" said Liggett. "Vice-President!" A friendly pillar supported Liggett as he replied: "Great Scott! I've just sent him a telegram expressing my regrets."
>
> The story is told that when Murray Crane reached Coolidge on the telephone to tell him he had been nominated for Vice-President the laconic response was: "Well! I suppose that's another duty to take up!"

WHAT BECOMES OF THE MILLIONS IN CAMPAIGN CONTRIBUTIONS

TWELVE MILLION DOLLARS seems a goodish sum to pay out to elect a President of these United States, exalted tho that position may be. But we are told that that is what was contributed, and, of course, all spent, in the campaign of 1916. What the total cost of the present campaign will be by the time the last election returns have been received from the most insignificant of the backwoods districts no man knows, but there are estimates placing the amount at anywhere from twenty to thirty millions. Already upward of three millions have been spent, as has been shown by the Senate investigations, and, as everybody knows, the opportunities for handing out campaign funds between now and the first Tuesday after the first Monday in November will be getting better and better as that fateful day draws near. A question naturally rises in the mind of the ordinary citizen as to what becomes of all this money. Open and flagrant "vote-buying" is no longer in fashion since numerous drastic laws against corrupt election practises have been adopted everywhere. Men standing about the polls on Election day waiting to be "bought" are seldom seen now, nor are men "rounded up" in groups in factory towns and told to vote as the foreman or superintendent directs. There has been an improvement in the counting of the votes. Violence at the polls is rare, as is "ballot-box stuffing." In fact, the features that in the "good old days" used to make an election exciting, and more or less of a disgrace, are practically now all non-existent, and yet the campaign costs keep mounting until they have in many cases become a public scandal. So, what becomes of the coin? The answer is: the political campaigner, suave, amiable, full of pep, and also—a profiteer. This functionary marks a change in the method of conducting politics in this country, a change which necessitates the raising of oodles of money if a candidate expects to get anywhere in his aspirations. Contributors no longer hand their money over to political bosses in contact with a large number of voters whom they agree to "deliver" on Election day in exchange for a stipulated amount of pelf. The bosses have been shorn of most of their power, and to-day the astute candidate gets him a professional campaigner to conduct his campaign for him, whose job, it seems, is mainly to receive and disburse funds. Of the work of this modern figure in politics and the system under which he operates, Ernest Harvier furnishes an account in the New York *Times*, from which we quote:

> The campaigner, up from nowhere, politically, does not know the voter and is without the agencies formerly effective for reaching and holding voters. He has had to organize, so to speak, on a new basis. This recalls a story which Colonel Ingersoll used to tell of a man who could not cross a little stream in midsummer. "If I had a smaller boat I would be all right," said the man. "What you need, stranger," said the Colonel, "is not less boat but more water."
>
> So what the incoming campaigner needs is a wider acquaintance with politics, not "new methods." What are these new methods which are so costly to the contributors and of such little use to the candidate?
>
> First of all, the professional campaigner hires expensive and extensive apartments—a suite in some central hotel. He next equips the headquarters with a large clerical staff and some of the other accessories of "big business"—typewriting-machines, mimeographs, dictagraphs, dictaphones, and a considerable number of telephones—if the company will install them.
>
> Following these preliminary outlays there comes a large group of "managers" known as "the staff." Some of these managers are located in and about the headquarters; others travel "to feel out public sentiment"; still others were engaged in the collection of campaign funds at a substantial commission, and a number of literary men are employed in the preparation of literature in the form of articles and "folders."
>
> As soon as the mills of publicity begin to grind vast amounts of "literature" flood the market, notwithstanding the almost prohibitive price of white paper. Some of the "managers" having nothing better to do telephone nearly all day (and sometimes part of the night) to individuals with whom they exchange opinions. There is much running (and sometimes rushing) to and fro, to use the expression of a sage but unsympathetic observer, "every one is keyed up doing nothing."
>
> In addition to the acting "managers" there are established usually a number of "investigators" performing functions of mysterious character at "so much a day, with traveling expenses added." They are supposed to get what is called a "line on conditions." For instance, an energetic man is sent to Vermont from New York City to ascertain if it is still strongly Republican. He is absent for a week or ten days, visiting various centers in the Green Mountain State, and he returns agog with excitement and overflowing with the information that "Vermont was still safely Republican."
>
> From Democratic headquarters, perhaps, a man is sent to North Carolina to ascertain whether there had been any change in "public sentiment" there. He traverses parts of the State, visiting, perhaps, the district of the "azure sky." On his return, two or three weeks later (railroad travel in North Carolina is not always as well organized as it is in Vermont), he reports that the Tar Heel State is still in the Democratic column and that no fears need be entertained that it would be carried by one hundred thousand majority by the Republicans.
>
> These "investigators" are reenforced by others who specialize in foreign-born voters. One man, for instance, gets $10 a day and current expenses to report on the Bohemians, another on the Finns, a third on the Syrians, a fourth on the Mennonites, and so on. Meanwhile, there is a large staff of paid speakers who before primaries or before election deliver addresses at so much a night, and a still larger number of individuals who are placed on what is technically called the "pay-roll." These men render no particular service and are not expected to render any. Their function is to exercise their influence. The measure of what their influence is, and the measure of what is paid for it, is a divergence which it would be impossible to estimate, for the same reason that no one has yet been able to determine the distance from a given point to nowhere.
>
> The maintenance of a headquarters under these conditions may cost $5,000 a day—perhaps a good deal more. Money coming in in large amounts, it is necessary to expend it, and one form of what may be called campaign waste is the taking of whole pages of newspapers for advertisements not devised by practical advertising men but by enthusiasts unfamiliar with the difference between quality and quantity—at so much a line.
>
> Ordinary political channels being closed to the new-style campaigner, some recourse has been had to one of the methods of other days, "Sending money to districts." So long as this was done by persons familiar with political conditions in the districts to which the money was sent, there was a plausible reason for it. The promiscuous sending of campaign money to districts in which the recipients reside, but in which they are little known, which is the present method, brings no good to the contributors or aid to their cause, but is of decided advantage to those who receive the money and who, according to the



ITALIAN CAVALRY CHARGING THROUGH THE STREETS OF MILAN TO QUELL A STRIKE DISTURBANCE.

testimony of one of the witnesses before the Senate committee, "divide it among their friends."

They do. It is a method of "burning up" campaign contributions which accounts for many items of outlay otherwise hard to understand.

Any person who has endeavored to turn on an electric light, where the apparatus is otherwise complete, the key in good condition, the bulb intact, but the connecting "wire" broken, realizes that with the connecting wire broken there can be no current. In the same way and following this homely illustration, the professional campaigner with a large sum of money in his hands can get very little return for it if the "wire" of contact with the voters is broken, as with him it invariably is.

The professional campaigner is, to some extent, the lineal business successor of the life-insurance agent. He has the same energy, the same persistence, the same determination, and the same loquacity. There is this difference, however: The life-insurance agent did business, and got business, and made business for the company and for himself. The professional campaigner expends money for which he gets no return. The golden stream he directs finds its final lodgment in the sand.

Very little of the money raised for primary-election contests in the United States is used for bribery, fraud, or corruption. Probably three-fourths of the money spent in the primary contests so far this year has been merely wasted. It has been used for expenses which have no relation whatever to a campaign except in so far as they furnish the means of payment of a number of persons drawn to political activities by the lure not of gain, but of fame. In the monarchy of the blind the one-eyed man is king. In the field of activity of the professional campaigner there may be a Cabinet position in store for the man whose industry nothing can abate and whose political ineptness nobody can deny.

Very little of the campaign money adheres to the hands of those disbursing it. The best evidence of this is found in the fact that in nearly every State as to which testimony was given before the Senate Committee it was shown that where the campaign contributions were most generous the committee closed in debt. In the few cases where the expenditures were of a modest and reasonable character there was a small surplus at the end of the primary campaign.

Briefly, a large part of the money contributed for campaign purposes in the United States is wasted. It is thrown away. It brings no benefit, or very little benefit, to those who contribute it, as was shown in the Michigan polls, for instance, where candidates for whom no money was spent received a large vote, while candidates in whose behalf thousands were disbursed received a vote wholly disproportioned with the outlay.

Unless a halt is called upon wasteful campaign expenses they are likely to reach $20,000,000 this year; perhaps, they may reach $25,000,000 or $30,000,000, a scandalous figure when it is considered that the overwhelming body of patriotic Americans, men and women, are entirely indifferent to the activities of the professional "boomers," who could find some other lucrative employment while the people are determining by their suffrages who should fill the highest office in the land—the highest office in any land.

ITALY FILLED WITH PROSPERITY AND DISCONTENT

ITALY TO-DAY APPEARS TO BE FILLED with prosperity and discontent, say observers of conditions in that country. The Italian laborer receives wages ten times what they were before the war, we are told, and so money is plentiful and the common people are better drest, eat better food, and enjoy more pleasing home conditions than they ever did before. Nevertheless, unrest reigns. For one thing, it seems that old H. C. of L. is making a shining mark of Italy, and prices there are considerably higher than they are even in Paris, and almost double those of London. It apparently is not the high prices that are the principal cause of complaint, however. It seems to be due rather to the political situation, which in Italy at the present time is said to be the most uncertain in Europe. The generally unsettled state of Italy's internal affairs, together with her foreign disputes, has delayed demobilization of the Italian armies, and we learn that while khaki has disappeared from the other Allied capitals, in Rome it is still so plentiful as to give the Eternal City every appearance of a place still at war. Soldiers with revolvers strapt to their waists stand around on every corner as if looking for trouble, and officers in brilliant uniforms move about as if expecting any moment a fresh call to arms. "Perhaps it is all display," writes Arthur S. Draper in the New York *Tribune*, "but it serves to create the impression that either Italy has demobilized her armies extremely slowly or that she intends to make show of force for some reason. Other signs that conditions are not normal are found in the delays in the telegraph and mail service and the discomforts of railway travel. To quote Mr. Draper:

> I went into a telegraph office and inquired how long it would take a message to reach London. The girl who was acting as clerk said the delay was indefinite. At one of the travel agencies the manager told me that he had just received a telegram from Florence dated three days back. Letters were being received from London three weeks after they had been posted. The Rome correspondent of a London newspaper received a telegram of instructions six days after it had been filed. A London newspaper received a dispatch, describing the funeral of Bisolatti, the Italian statesman, but the message telling of his death never arrived in London. Volunteer letter-carriers, unfamiliar with the city, were attempting to replace the strikers in the post-office and telegraph bureaus the day I arrived. This was a strike against the Government, and it had succeeded in embarrassing the general public beyond description.
>
> Traveling from Paris to Rome on an express, we had the unpleasant experience of being dumped off at the Italian frontier by the French porters of the sleeping-cars, who, tho they preserved the reputation of their race for courtesy, were firm in their determination not to permit any one to remain in his

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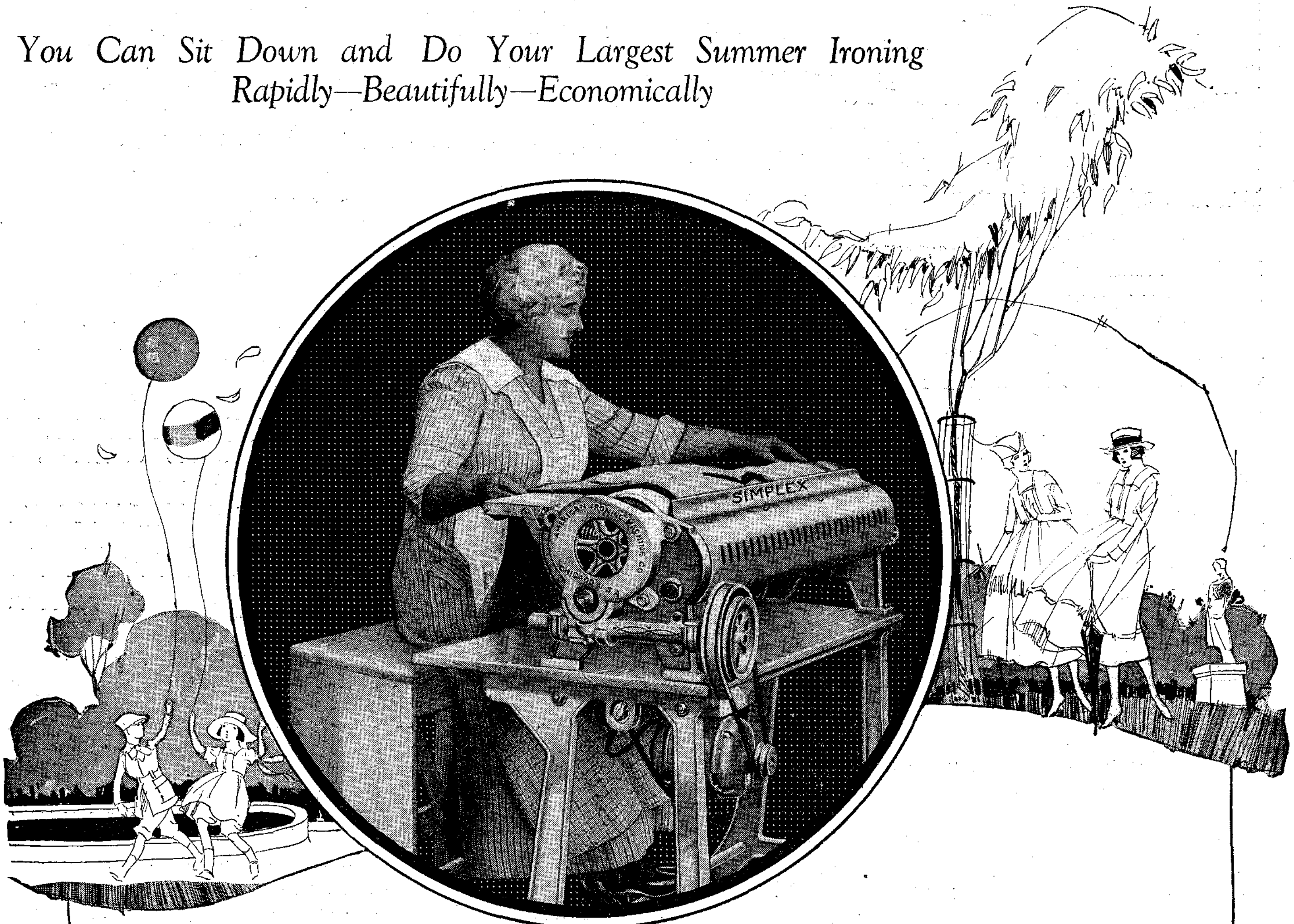
You Can Sit Down and Do Your Largest Summer Ironing
Rapidly—Beautifully—Economically



With a Simplex Ironer in your home—the reliable, pioneer ironing-machine—you can have any amount of fresh linens and clothes! Warm weather demands are easily met without worry, disappointments or additional expense.

The Simplex irons for the whole family and is always ready for instant service. As you sit down before its very simple, automatic feed-board, the pieces glide through so rapidly that the ironing for a large family is actually finished in an hour—at a cost of only a few cents! Not only the flat work but all plain wearing apparel, curtains, doilies, even gentlemen's soft shirts and collars, are perfectly ironed.

Remarkable saving in fuel, help and laundry bills is effected! Already 250,000 enthusiastic users enjoy the advantages of the Simplex, and preserve their health and happiness. It lasts a lifetime. Operated by electricity, heated by gas, gasoline or electricity. Sold on Easy Payments.

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We also make Ironing Machines and Laundry Equipment for laundries, hotels, institutions and factories

Write for Interesting Booklet

SIMPLEX IRONER
"THE BEST IRONER"

It is a mark of intelligent housekeeping to possess a Simplex Ironer berth after three o'clock in the morning, the hour of our arrival at Modane, in the Alps. From the Paris express we were transferred to an Italian first-class through train to Rome.

Except for the water in the engine, there was not a drop aboard the train. All the mirrors had been removed. No dining-car or buffet was available. The only uniform of the guards was their cap. A member of the League of Nations (an Englishman, it is hardly necessary to state) used white wine to make a lather to shave. Incidentally, he does not recommend it highly. For hours and hours we rode, with no opportunity to get any water or anything to eat. It was not until we reached Turin that we had breakfast of black coffee and equally black bread. Six hours later we had lunch at Genoa—a real meal—and an opportunity to wash under a faucet. No dirtier, more villainous-looking crowd of first-class passengers ever arrived at Rome at 1:30 o'clock in the morning. But then there was no one to blame except the French and Italian railwaymen who were on strike.

Every little while a report comes from Italy that a Soviet has been established somewhere in the country. Mr. Draper speaks of the one at Turin, set up by the metal-workers. Troops were hurried there, and the experiment was nipt in the bud. Another experiment in Bolshevism was made at Milan. The writer suggests that Bolshevism is probably not the correct term to use, and that the Italians might prefer to describe it as "labor dictatorship." He explains that they are mighty cautious in their use of words relating to industrial conditions in Europe these days. It seems that the disposition among the Italians to resort to arms in rebellions against the established order of things prevails not only in industry, but has also entered the world of sports, an illustration being furnished by the following incident:

Recently there was an interesting outbreak at Viareggio, where two rival football teams met in a friendly game. Competition was keen and enthusiasm ran high. The referee gave a decision which aroused the ire of the crowd. A free fight followed, and in the *mêlée* the referee was killed. Excitement reached the fever-point. A company of fifty armed soldiers hastened to the scene. There they met a crowd of close to a thousand threatening citizens, who informed the soldiers they would be killed if they tried to use force, but that if they would surrender their guns and be good fellows, they would be permitted to enter the town after the funeral of the referee. The soldiers showed discretion. All the town youngsters took turns at using the rifles for shooting at birds in the pine woods, and for forty-eight hours there was an almost continuous fusillade of firing.

During this period a red flag was run up and a Soviet formed. The military became alarmed and sent a small army to Viareggio. A couple of generals and other high officers visited the Soviet leaders, who informed them they must remain outside the town limits until the referee was buried. They waited. A torpedo-boat containing a Socialist deputy arrived in the harbor, but even he was unwelcome. The referee buried, the citizens of Viareggio hauled down the red flag and cheered the troops as they marched into the town.

Mr. Draper gives the following outline of wages and the general condition of the common people and ends up with a list of prices of ordinary commodities:

Before the war the Italian laborer received a wage which barely supported him and his family. If we take the average wage of the American workman in 1914 and call it ten, the Briton received seven, the Frenchman five, and the Italian two. To-day the Italian, using the same standard, is getting twenty; he believes in making hay while the sun shines, and it is brilliant here now. Of the workers I have seen in Europe, those of Britain, France, Holland, and Belgium, the Italian are the best drest to-day, or perhaps it would be nearer the point to say that they are wearing the best quality of clothes, hats, and boots. In the parks of Rome—for instance, the famous Villa Umberto I.—the workers and their families are conspicuous.

At the impressive and spectacular ceremony of the canonization of Jeanne d'Arc in St. Peter's it is estimated that at least fifty thousand pilgrims were present, nine-tenths of whom were workers on a holiday. It was a particularly well-drest throng that came to see the Pope and the religious ceremony.

An Englishman who has spent the last twenty years in Italy, most of it in Rome, tells me the change in the last year in the dress of the masses, in their manner of seeking amusement and entertainment, and in their home life is astounding. In his opinion the mental attitude of the workers is changing rapidly.

Prices are frightfully high. To English or Americans who are now able to sell pounds or dollars at three to four times their normal value prices are comparatively reasonable, but the middle-class Italian with a fixt income finds living a perplexing problem. I quote the prices of a few dishes at a restaurant: Soup, 3.50 francs (normally seventy cents); roast beef, twelve francs (normally $2.40); potatoes au gratin, four francs (normally eighty cents); strawberry tart, four francs; coffee, three francs (normally sixty cents). Of course, these are restaurant prices, and consequently much higher than those in the shops and markets. Vegetables and fruits are now plentiful. There is a scarcity of grain, bread being still rationed, tho in England and France all restrictions were removed long ago. Meat is scarce and the quality poor.

Clothes, especially men's suits, cost almost as much as in New York, if the prices are figured at the normal rate of exchange, the only fair way of making comparison when figuring from the native's view-point. A straw hat of good quality sells for fifty francs (normally ten dollars); a pair of men's shoes costs one hundred francs (normally twenty dollars); sack suits range in price from 450 francs (normally ninety dollars) upward.

Despite these abnormal conditions every one seems to manage to make ends meet, and few complaints are heard on this score. At this season there is a flower-vender on nearly every corner, and they are apparently doing a brisk trade, a certain sign that there is money about.

THE BIZARRE GENIUS WHO GUIDES RUSSIAN FINANCE

GREGORY KRASSIN, People's Commissar for Means of Communication, who was sent to London to dicker with Lloyd George for the establishment of trade relations with Bolshevik Russia, emerges into public print as a man of bizarre genius and one of the world's greatest, if least known, electrical engineers. He is just now again being rescued from an oblivion which has been lifted from his head at infrequent intervals, and various accounts agree in naming him the financial power behind the throne jointly occupied by Lenine and Trotzky. When Krassin's name looms to the fore, the Paris papers expect something bizarre and dubious, and those who are closer to him, and, therefore, more intimate with his characteristics, are sure that he will succeed in whatever he undertakes, however fantastic may be his method. From this it may be inferred that Krassin is as abstruse as some of the problems he has been called on to solve. In the German papers he receives sympathetic analyses of character and personality, for he lived and worked much in Germany and loves things German. One of his chief traits seems to be a meekness of disposition and mildness of manner which would at once disarm suspicion of ulterior intent. In a black suit and carrying a canvas bag he entered Liverpool. He looked a bit seedy, and wore an evangelical air over his meekness. His hair was of approved Bolshevik cut, which is to say that it had long been without a barber's tender care. His lunch he carried with him. He unrolled a newspaper and took therefrom a piece of cheese, which he munched with satisfaction. In his pockets he carried also bits of paper penciled with calculations, which, perhaps, were of deeper import than they appeared. A writer who gives us this picture says of him in *Current Opinion* that Krassin was honestly amazed by hints that Russian commerce and Russian finance were not upon the rock of solvency. He was polite and timid, sprinkling his conversation with such phrases in German as "Very good!" and "I see!" and "Exactly." Continuing:

There was an indescribable vacuity about his mental expression, yet a suggestion of persuasive power. He had odd little mannerisms, like that of taking a bunch of keys from his pocket, scrutinizing them to see that all were there, and restoring the lot with a sigh of relief. His pockets were crammed with scrawled writings on old bits of paper, and of these, too, he took stock in an agitated style.

Few would suspect that this insignificant individual—judging from mere looks—was, in the opinion of competent judges, the world's greatest living master of the science of electrification, and perhaps the world's most competent organizer in the field of the mechanical engineering industries, the genius who, with nothing but the wrecks of plants and railroads and bridges left over from a revolution and with mobs of untrained workers to

Five Men Around the Table

Automobile History in the Making

Henry M. Leland, Wilfred C. Leland and some of their Associates in the Lincoln Motor Company

AROUND a table in a modest office some eighteen years ago, five serious-minded men sat in consultation. They had sat in consultation many times before. For a number of years these same men had worked and thought and studied and planned together, always with the same objective—to do things better and to make things better than they had ever been done or made before—in fine machinery, fine tools, and internal combustion engines.

A Conference of 1902 which marked the sunrise of America's Motor Car industry

" Yes, boys, that's good, but it isn't quite good enough." It was the eldest of the group who spoke. " This piston fits perfectly into this particular cylinder," he said, " but we must make every piston so exact, and every cylinder so exact, that every piston will fit perfectly into every cylinder. Then, if anything happens to either, it can be replaced by another; and the car owner will not be obliged to buy both cylinder and piston if only one should be injured.

" And this wrist pin," he continued, "must be made accurate to the half-thousandth of an inch. Its bearing must be made with the same precision. Then there will be a perfect fit, and practically no wear-out to it. Otherwise, the slightest 'play' means early wear, and destruction."

And on, and on, and on, the conference continued for hours and was resumed day after day—until the last bolt and nut had passed scrutiny.

Earnest and thoughtful, tho these men were, little did they dream of the far-reaching influence of that council upon what was to become one of the world's greatest industries, an industry which has now become one of the great factors in civilization.

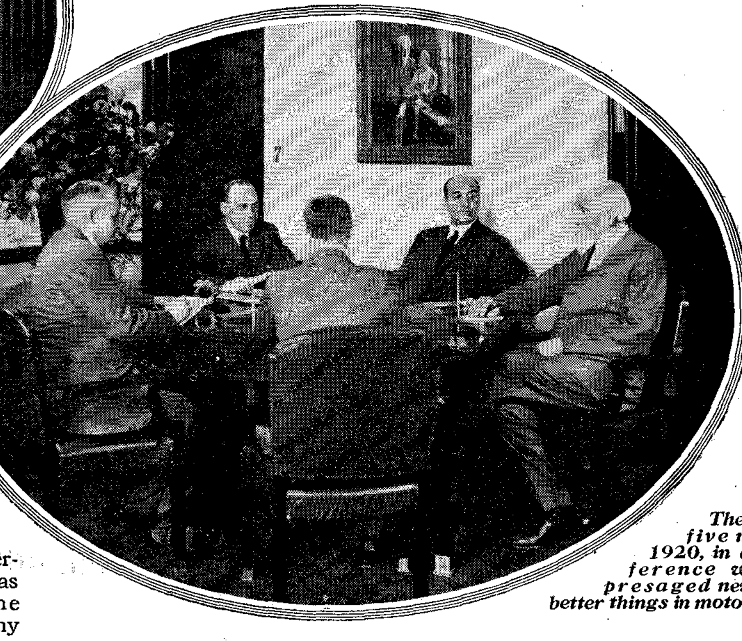
The leaders of that history-making conference in 1902 were Henry M. Leland and Wilfred C. Leland.

They were discussing and passing judgment upon an automobile design, upon specifications and materials; and determining upon the accuracy to be followed in making the various parts—accuracy expressed in thousandths of an inch, and even in fractions of a thousandth.

Three cars were completed, and subjected to most rigorous treatment. Materials were ordered to build three thousand of them. These were eagerly absorbed and more than twenty thousand were distributed within the next five years.

It is strikingly significant that many of these original Leland-built cars are still in service; and many of the engines after eighteen years are doing duty in stationary power work—in the small shop, and on the farm.

It was this Leland-built car which brought honors to America when it was awarded the Dewar Trophy—a tribute bestowed annually by the Automobile Club of Great Britain in recognition of the greatest advance in automobile development.



The same five men in 1920, in a conference which presaged new and better things in motor cars

From a number of cars in stock, the Club's technical committee selected three. These cars were entirely disassembled, down to the very last piece. The parts were then mixed promiscuously. Eighty-nine parts were withdrawn and replaced by like parts from service stock.

Mechanics then assembled three " new " cars with parts taken at random, there being nothing to identify their original assembly. Not so much as file or emery cloth was used, or needed; yet every part fitted as perfectly as in the car from which it was taken.

In many instances, inaccuracy of the thousandth part of an inch—even inaccuracy so fine as a third of the thickness of a hair from your head—would have meant failure. But the test was an unqualified success.

The profound impression made upon the manufacturing world by that remarkable achievement, thousands will still recall.

It immediately compelled recognition of the Lelands as foremost exponents of precise workmanship and true standardization—a recognition more complete today than then.

A few years later, another Leland-built car was awarded the Dewar Trophy. This time it was the result of the eminently successful test of the then new electrical system of automatic cranking—lighting—ignition.

Leland-built cars were the only American product ever to receive that much coveted tribute, and the only make of car thus honored twice.

In 1914, twelve years after the conference first here pictured, there was another series of consultations. These men were now developing, modifying and refining the V-type eight cylindered engine with which the Lelands were once more about to revolutionize the trend of fine car making.

January 7, 1920, five men were again in conference. They were the identical five men who were around a table eighteen years before. They had been in continual relation for more than twenty years, always with the same objective—to do and to make things better—to build motor cars better than they had been built before—cars of greater comfort, greater convenience and greater utility.

They are men who have inaugurated many epoch-making periods in the more important motor car developments.

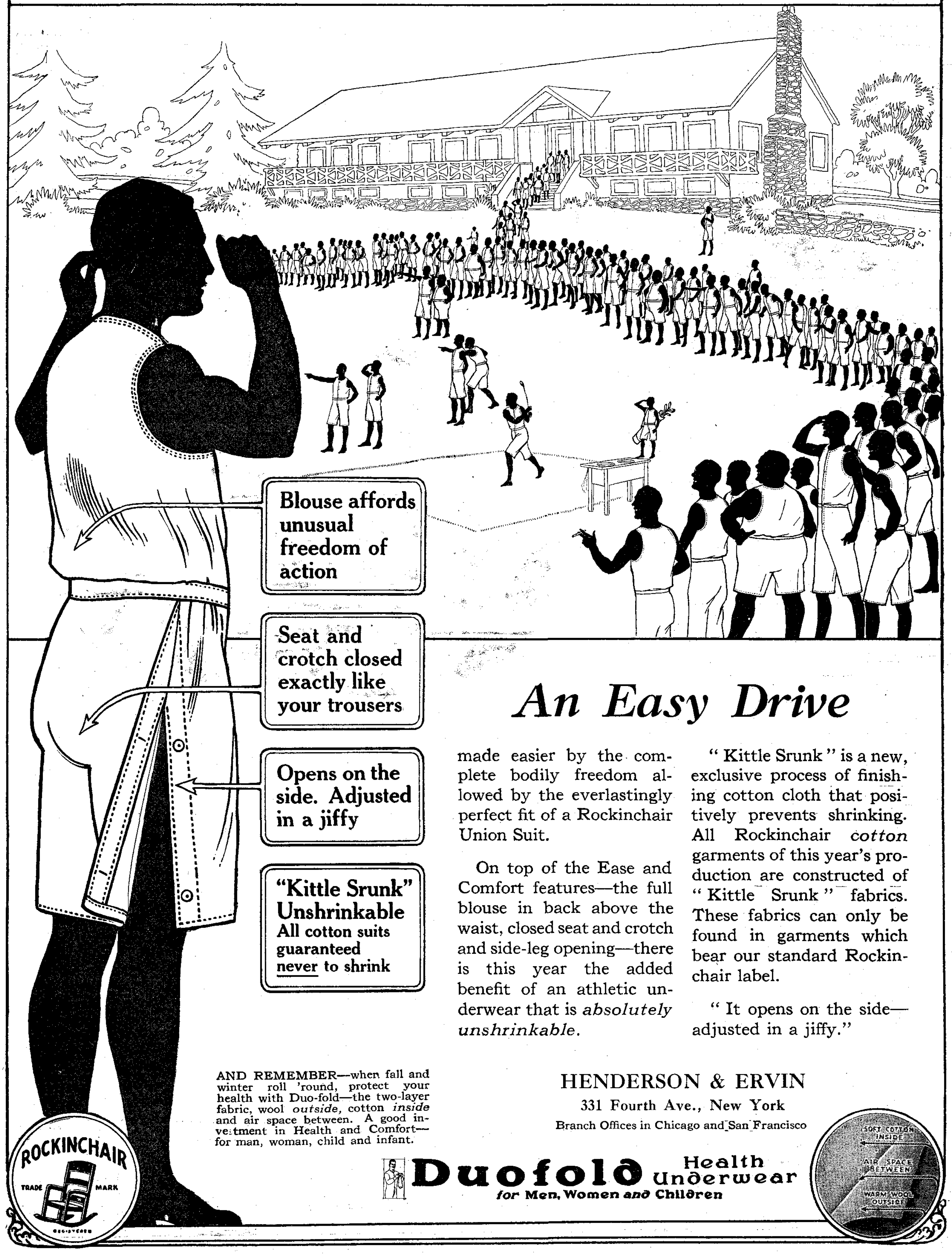
In the conference of January last, these same five men, with scores of earnest, loyal associates, were preparing to inaugurate another epoch-making period; this time the new and better Leland-built car—a car such as thinking men, and men who know the Lelands, would naturally expect.

It is a car not only the outgrowth of eighteen years' experience and devotion to fine car making, but a car expressing, more truly then ever before, Leland foresight, Leland courage, Leland initiative, and Leland determination to achieve—and to surpass.

LINCOLN MOTOR COMPANY, DETROIT, MICH.

ROCKINCHAIR

Athletic Underwear *for* Men & Boys



Blouse affords unusual freedom of action

Seat and crotch closed exactly like your trousers

Opens on the side. Adjusted in a jiffy

"Kittle Srunk" Unshrinkable
All cotton suits guaranteed never to shrink

An Easy Drive

made easier by the complete bodily freedom allowed by the everlastingly perfect fit of a Rockinchair Union Suit.

On top of the Ease and Comfort features—the full blouse in back above the waist, closed seat and crotch and side-leg opening—there is this year the added benefit of an athletic underwear that is *absolutely unshrinkable.*

"Kittle Srunk" is a new, exclusive process of finishing cotton cloth that positively prevents shrinking. All Rockinchair *cotton* garments of this year's production are constructed of "Kittle Srunk" fabrics. These fabrics can only be found in garments which bear our standard Rockinchair label.

"It opens on the side—adjusted in a jiffy."

AND REMEMBER—when fall and winter roll 'round, protect your health with Duo-fold—the two-layer fabric, wool *outside*, cotton *inside* and air space between. A good investment in Health and Comfort—for man, woman, child and infant.

HENDERSON & ERVIN
331 Fourth Ave., New York
Branch Offices in Chicago and San Francisco

Duofold Health Underwear
for Men, Women *and* Children

depend upon, had built up in the Soviet world a system that goes through the motions of industrialism in a lifelike manner. Not very long before the Great War, old Siemens, head of the famous electrical concern in Germany, declared that Krassin was without exception the most gifted and original technician he had ever taken into his service, and a writer in the *Vossische* thinks this judgment has been confirmed by Krassin's career in the meantime.

In those days the young Russian, who had come to Berlin after a course at a technological institute in his own country, wanted to develop an engine in which combustion would not be affected by the incandescence of compress air. He had a solution of the problem of continuous electric-wave generation that seemed fantastic to the experts in the Siemens laboratories. They were disposed to look down upon Krassin because he was from Russia. He was quizzed and ridiculed, but finally disposed of in a humble post at the works. There he lapsed into obscurity, a cog in a great industrial wheel.

Old Siemens happened to be studying laboratory reports one day. His eye, the story goes in the German paper, was caught by a mass of mathematical work, diagrams, annotations. It was one of Krassin's laborious efforts at a solution of an engineering problem, a thing passed from hand to hand among grinning experts and left ingloriously at last in a confusion of waste paper. The keen eye of the German industrialist was struck by the intimate acquaintance with the abstrusities of a baffling subject revealed at every turn in these sheets of paper. Krassin's solutions were bizarre. His suggestions seemed far-fetched. His arguments involved not only mathematical formulas rarely used, but specialized fields of chemistry and physics. Siemens pored over the work until late into the night. The next day he got into touch with this young Russian. They had talks from which the German emerged mystified. "If I could only feel sure," he said to his partner Halske, "that this man is quite sane." There was never any doubt of his honesty in the mind of Siemens.

The young man's antecedents were investigated. According to the German dailies he belonged to a respectable family of uncertain origin that seems to have settled in the Siberian province of Tobolsk nearly a century ago. As a boy in Tyumen, where he went to school, he used to see the Siberian exiles passing through on their way to banishment. The spectacle filled him with horror, evoking his first revolutionary tendencies. At the Technological Institute in Petrograd he got into difficulties with the authorities because of the freedom with which he proclaimed his Tolstoyan sentiments. He was involved in other troubles, served in the army, and spent some time in jail, and his sojourn in Berlin was one of the results. So, we read on:

When the facts in Krassin's case were laid before the great German industrialist, Siemens decided to grant one request the young Russian had made. He sent him home, after procuring the indulgence of the late General Trepoff, as a sort of roving champion of the cause of electrification in Russia. Krassin's work at home had sensational effects at Berlin. Never in its history had the Siemens concern been asked to stand behind such daring enterprises. Again and again, our German contemporaries hint, the intervention of Siemens himself was required to rescue the engineering schemes of Krassin from hostile experts in the laboratory. The laws of mechanics required his bridges to fall. The theory of engineering made his power-house impossible. "Does he think," cried Halske, after a study of some of Krassin's specifications from Moscow, "that we can work in fourth dimensional space?" But the Russian genius had involved the Siemens too deeply for any withdrawal then. Nothing, in effect, ever seemed to go very wrong. The bridges stood and the power-houses functioned.

The original aspects of Krassin's engineering genius were soon found to have a counterpart in the unprecedented character of his financial expedients. His system of accounting defied every principle of solvency. His statements of assets and liabilities worked out in bankruptcy. Precisely as he had invented an engineering of his own, he had evolved a kind of business which, while admirably suited perhaps to the peculiarities of Russian industry, raised doubts in other countries. Nevertheless his banks and his businesses had the good luck of his bridges. He had become a famous captain of industry in his own land when the war broke out. It is true that his securities could not be negotiated in any western capital. He issued notes, started banks, built factories, organized railways, bridged rivers, and founded towns on the basis of loans that were never floated. Only the war saved Krassin, in the opinion of some German financiers, from figuring in the supreme financial crash in Russian history, a crash that would have carried down more than one great concern in Berlin.

In this heyday of his career Krassin was a very busy man. He seemed able to carry all the details of his innumerable enterprises in his head. He loved to explain them to committees of stockholders in his quiet, even voice, in his passionless, plausible, impersonal manner. He was never disconcerted by any question. He always knew what he was talking about altho nobody else did. Indeed, there was a residue of mystification in all minds when he got through. He wore then, too, the severe black coat of the *bourgeois*, the white collar, the blowing four-in-hand necktie—the sartorial combination known in Russia as "German dress." He was in constant movement from a train to a hotel, from a hotel to an industrial establishment, and then on to a bank, where his statements of progress made and orders pouring in left all investors enthusiastic, however bewildered. His life was ascetic in its simplicity, and Krassin well deserved, apparently, his reputation as a model family man. It was observable that all the money he got hold of went back into his feats of engineering and his wonders of electrification. He did not entertain lavishly even when he lived in a fine mansion in the suburbs of Moscow and had a large factory on the Yauza. In the business life of Russia Krassin was then a recognized representative of German high finance and in Germany he was a recognized representative of Russian high finance. The actual facts of the situation no one has been able to find out, but Krassin did a deal of running between Berlin and Moscow.

GULLIBLE GIRLS WHO COME TO GRIEF SEEKING FILM FAME

FALSE PROPHETS and fake advertisements lure many girls who believe themselves to be second Mary Pickfords to leave the certainty of the family larder on a wild-goose chase after fame and fortune on the screen, and as there is no kitchenette apartment, however safeguarded, but has at least one movie fan, it is well for the *materfamilias* to count her brood night and morning to see whether the chicks are within their own four walls or on their way to break their hearts in Los Angeles. For many, without scrip or purse, and a few with golden ducats they have saved up or pilfered from the family exchequer, have gone the way of oblivion, or worse. In the old days the small boy used to leave his chores and run away with a circus to become a bareback rider. But fashions change with the changing years, and now it is the girls who run away to emulate their favorites of the screen, for a lot of them have the idea that pretty eyes, the bloom of youth, and a piquant face are all that is necessary as a first investment. And on this simple gullibility men of ill omen play and ply their trade. Of the hundreds who thus chase the rainbow only a few find the pot of gold at the end. The others either crawl back to the family stoop crestfallen and with their hair out of curl, or take up work more in keeping with their qualifications, or end in some blind alley of fate. After six years of work among runaway girls who have come under her care, Mrs. Aletha Gilbert, city mother of Los Angeles, says a writer in the New York *Tribune*, does not believe there is a girl in a thousand who does not dream of getting into the "movies." A few of the girls go entirely of their own volition, and as for the others, according to this writer—

Not a week passes that some grafter is not arrested for luring girls to Los Angeles under false pretenses or for cheating or taking advantage of them after they have reached that city. The great majority of the disappointed girls, however, slip out of sight without ever getting a line in the newspapers. The city mother's department takes charge of many of them, finding work for some, and sending others home, while hundreds of others turn to any work that offers rather than let their friends at home know where they are or how utterly their ambitions have been crusht.

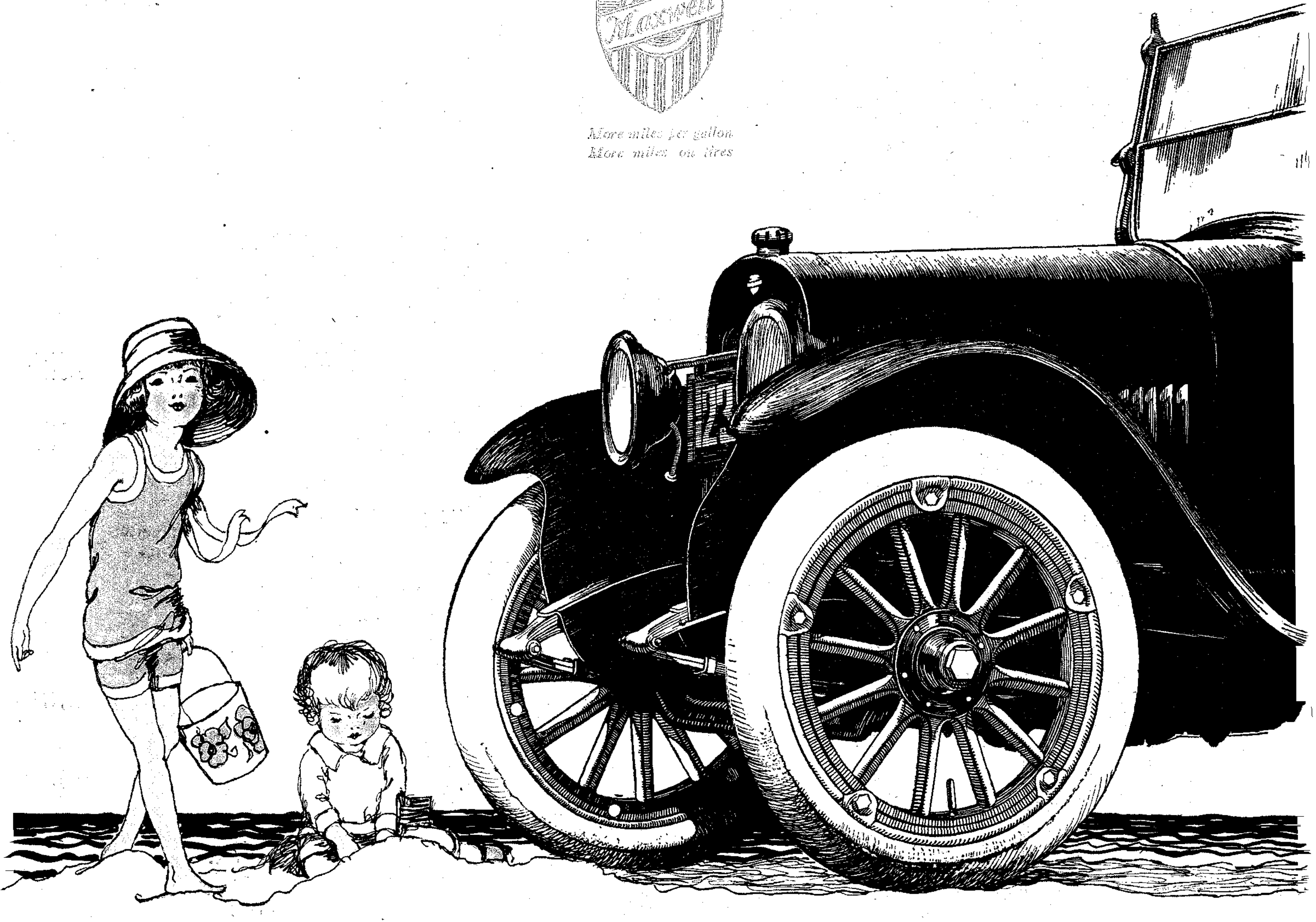
Henrietta Bulte was a pretty good example. Henrietta would not even admit that she had gone to Los Angeles to become a film actress, because when she was found there she was working as a maid in a house on El Centro Street. She had failed to find work as an actress and did not like to admit that she had tried. She asserted that she had met a woman in New York who suggested to her that they take a trip. They went to Philadelphia together, Henrietta said, and from there Henrietta went alone to Chicago. No, she didn't know just why—she just wanted to go West. But always she headed toward Los Angeles. She went from Chicago to The Needles, Calif., to work as a waitress in a railroad eating-house there, but she quit that job as soon as she could and went to Los Angeles.

Detective Williams, who followed the girl from New York, said

Maxwell

Maxwell

More miles per gallon
More miles on tires



BRAKES seem to be one of the overlooked features of a moto
In a Maxwell they have had the extreme of attention.
For instance, a road engineer, in about 500,000 miles of experi
tal driving, has constantly tested and studied them.
That is why you can check the speed of a Maxwell in an instant and
it to a standstill either by foot brake or hand brake.

Special steels in a Maxwell are largely responsible. They give it strength in wear and endurance, but they make the car light in weight.

Thus when you call on it to halt, the brakes are not required to "wre

with superfluous weight, and the momentum of the car is easily stopped. These are steels made to Maxwell's own formulae. They equal, pound for pound, the steels in any car built. But no car has steels just like them.

In a large measure they contribute to Maxwell's growing prestige, as expressed in figures like these: nearly 400,000 now in use; and 100,000 more for the year 1920.

MAXWELL MOTOR CO., Inc. DETROIT, MICHIGAN
MAXWELL MOTOR CO. OF CANADA, LTD., WINDSOR, ONTARIO
MAXWELL MOTOR SALES CORPORATION, EXPORT DIVISION, 1808 BROADWAY, NEW YORK

just before leaving Los Angeles, May 20, to bring the girl home that she told him she had come all the way solely because a woman had told her she was pretty and would do well in the movies.

It is not merely very young girls like Henrietta who run away from home to go to Los Angeles, however. Wives who have deserted husbands and babies are found there frequently and even gray-haired mothers make the long trip and give up their savings to unscrupulous "casting directors" and fake "employment exchanges" in the hope of gratifying in their latter years a secret dream which had been denied but never lost through the years when it might have been made a reality. Not long ago a casting office in Los Angeles, which serves fifteen of the large companies operating there, received a telephone order to supply one hundred beautiful girls and one hundred women more than sixty years old, and in less than two hours had filled the order by telephoning some of the thousands of girls and women on its lists.

Two New York girls, eighteen and nineteen respectively, employed as stenographers, were more fortunate. The city mothers saw in them something to encourage, and because of their talent decided to aid them to become picture stars. But they had to go to the Polytechnic high school to learn public speaking to give them poise, and had to learn fencing, swimming, and riding. Jobs were found for them so that they would live and learn at the same time. The reputable studios do nothing to encourage girls to go to Los Angeles. They want none but experienced, professional help as a rule, and employ practically all of their "extras" through casting bureaus. When girls are found to be slipping, the directors often notify the city mothers, and many girls are saved. Continuing:

> Last week, for instance, the city mother sent to her home in Oklahoma a girl who had run away from home with a good deal of money. First a fake "school," which promised to "secure work for all its graduates," took a good slice of her money. Then a photographer working with the school charged an outrageous price for photographs to submit to the various casting offices. Then the girl was sent to the casting offices to leave in each a picture with her height, size, coloring, and experience listed on the back. After that she telephoned each of the casting offices every day to see if there was any work for her, but for weeks there was none. She took to visiting the studios, then, walking to save carfare. At last she got one day's work in a mob scene—she had become so haggard and hungry looking by that time that the director saw she would make a good mob hag. After another week of disappointment an extra man offered to let her share his lodgings.
>
> "I guess I know what that means," she told another girl, "but I'm tired of being hungry."
>
> The other girl told the director, however, and he telephoned the city mothers.
>
> Less fortunate was a fourteen-year-old girl who ran away from Boston, lured by an advertisement of a "school" which promised to make a motion-picture actress of her for a few dollars. Before she had got through the school she had spent many times the amount advertised and then was unable to obtain a single day's work at the studios. Through the stubbornness of her father no effort to locate the girl was made at first, but at last the mother appealed to the city mothers in Los Angeles by letter. The little girl, then only fifteen, was found dancing in a dive.
>
> Because of peculiar climatic and scenic conditions Los Angeles virtually has become the capital of the motion-picture world. The almost perpetual sunshine and the clear, smokeless air of Southern California and the fact that outdoor work is possible there the year round naturally make it attractive for photographic reasons. The nearness of famous beaches and the harbor filled with battle-ships and merchantmen, as well as of snow-topped mountains and the local color which drifts up from Mexico or across the Pacific from Japan and China also give it advantages. For those reasons all the big picture concerns of the world have studios there, and a good-sized city could be made up solely of the thousands of people attracted there by the motion-picture industry.
>
> Besides the regularly employed actors, thousands of men and women work there as "extras" every day. Even rich tourists often apply for work as "extras." All last winter a Washington girl whose parents are millionaires worked as an extra at one of the big studios getting as much as $10 a day for her work because she had a fine wardrobe and was perfectly at ease in a drawing-room scene.
>
> But for all that there are not one-fourth as many jobs, even as extras, as there are would-be actors. Every day girls lured there by "schools," or girls who have left home in spite of all their families and friends could do to stop them, arrive in Los Angeles and start the weary round which brings disappointment to thousands, sorrow to hundreds, and success to a few.
>
> Many a girl who arrived in Los Angeles thinking she is a beauty learns that her face is impossible for photographic purposes because she has poor or uneven teeth. Many another learns that directors do not class beauty as only chin deep—they want it to look well in a bathing suit or anything.
>
> Many more learn that beauty alone is no assurance of success. There are thousands of beautiful girls in Los Angeles who have made utter failures of the picture game. Some still are in it, as mere extras after years of effort, and with little left of their original beauty, but the majority give up and seek some other work. In one of the casting offices a perfectly beautiful girl is working as a telephone girl—her face lacked expression.

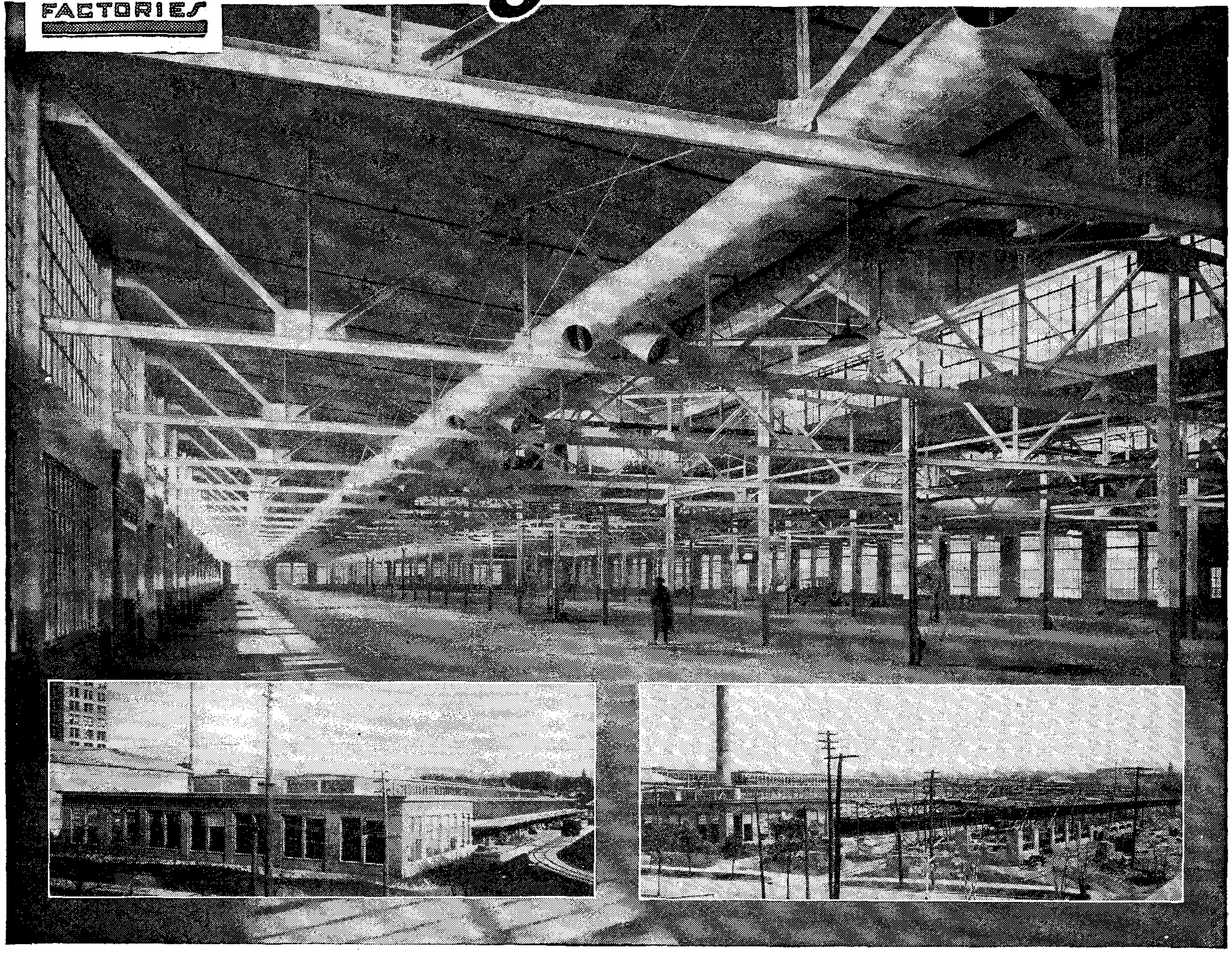
OUIJA, OUIJA, WHO'S GOT THE OUIJA?

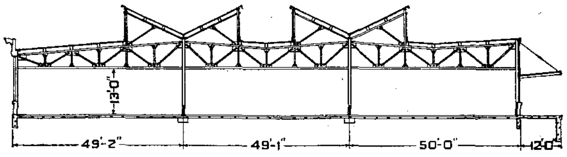
OUIJA FANS will be on the *qui vive* for the decision of the Federal judge who has been asked to say who is entitled to the profits from the enormous sale of ouija boards resulting from the present wide-spread interest in communications with "the other side." The little talk-table has become a money-maker, and it seems that the Brothers Fuld, who are mainly interested in its manufacture, have fallen out over the patents covering the useful little medium between this world and the next. To a "single-track" mind the question quite naturally arises as to why they don't ask the ouija itself regarding the division of the spoils. Wouldn't the Greeks have consulted the Delphic Oracle if they had fallen into a dispute about said oracle? Most assuredly they would. It doesn't look exactly right for the fraternal manufacturers to carry this difference of theirs into the courts. It seems to indicate a singular lack of confidence in the efficacy of their own product. We learn, however, that the apparent inconsistency may possibly be explained on the ground of precedent—a mighty useful thing in law not only to establish legal principles but to lay the foundation for future litigation. The ouija has been in court before over disputes pertaining to its origin and ownership. Its pedigree has, therefore, already been aired in numerous accounts, at least two of which have a bearing on the case of Fuld *vs.* Fuld, we are told. For the benefit of those interested in this momentous subject, Edgar Goodman in the New York *World Magazine* gives a brief outline of these two tales, from which we quote:

> Col. Washington Bowie, who was a leading figure in the company that originally manufactured the ouija board, narrated, while testifying in the case of Fuld *vs.* Fuld, that in the early part of 1890 Mr. E. C. Reichie, a cabinetmaker of Chestertown, Kent County, Md., invented the ouija board. In that year spiritism was in the flush of its early glory, and tables rapped and pranced on every side. Mr. Reichie, altho not a spiritist, noticed sympathetically that a large table was a heavy thing for a frail spirit to juggle about. His meditations, attuned to cabinet-making, took a practical form. He devised a little table—the ouija board.
>
> The other legend relates that Mr. C. W. Kennard sat idly in the kitchen of his Maryland home. He had nothing to do, nothing to think about. In this blissful state he reached out and took his wife's bread-board and placed it on his lap, and then placed a saucer on the bread-board. The saucer began to move, as tho of its own volition. Mr. Kennard was amazed, frightened, interested, imprest, inspired, and delighted. He saw both spooks and commercial possibilities.
>
> This was a momentous event in the history of this world, and the other world, too. A thousand oracles might have spoken; the greatest shades in Avernus might have loomed; the voice of Cæsar might have discoursed upon the military and political value of the short Roman sword; Aristotle might have expounded philosophy—without working half the effect wrought by that talismanic phrase. commercial possibilities. The saucer on the bread-board might have revealed the secret of human happiness, or of universal knowledge, or of good government, without recommending itself half so well as it did when it suggested the idea that it might be a good seller.
>
> It is a fact that the ouija board, or a similar device, was known even to the ancient Egyptians. But it is equally a fact that nobody previously to Mr. Kennard had envisaged its golden as well as ghostly properties. The Kennard Novelty Company was formed with a capital of $30,000, and it pushed its wares so well that soon the little talk-table, first known as the Witch Board, delivered its oracles in homes throughout the land.
>
> One evening Kennard and a young lady were questioning a

FERGUSON
ORIGINATED
STANDARD
FACTORIES

Performance—
brings re-orders





CROSS SECTION

The large photograph shows the interior of N. C. R. Bldg. No. 21 (a Ferguson Standard No. 3, 150x540 ft.), the left hand insert an exterior of No. 21 and the right hand insert No. 23 now under construction. A Ferguson Standard No. 3 can be erected for you at once from material in stock in any width or length in 50 ft. aisles and 20 ft. bays.

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New York: 31 West 43rd St. L. D. Stauffer, Mgr. Phone, Murray Hill 3073

Indianapolis: Merchants Bank Bldg. O. C. F. Randolph, Mgr. Phone, Main 5717

Brantford, Ont.: Temple Bldg. J. F. Lutkenhouse, Mgr. Phone, Brantford 3000

"ALL the sunlight and fresh air possible—the best of working conditions"—that is the way The National Cash Register Co. describes its new building, No. 23, at Dayton. The completion of this second Ferguson building will give this customer 146,000 sq. ft. of Ferguson space.

Manufacturers who have need for permanent buildings affording a maximum of light, air, and usable space can secure immediate action on standard types or special designs from any office listed here. Write, wire or 'phone

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Ferguson
STANDARD AND SPECIAL BUILDINGS

Cause—Starvation

Whether it's a broad-backed ox or a street car line we've got to keep feeding it or the thing will lie down and die.

Bones whitening in the sun or a car track broken and grass-grown may lend color to the landscape, but they mark the loss of a valuable worker.

Let's decide first whether we need the worker. If we do, then surely it is a long-run economy to pay what the work costs and so make certain of continued service.

Thus, in our daily comings and goings do we need the street railway?

Some say "No, it isn't worth the cost." Others say "Yes, but the fare is plenty high enough."

There are arguments for and against, and obviously each case must be settled on its merits. But while talkers talk and investigators investigate, one pertinent fact remains—

For lack of resources to keep going, 450 miles of track have recently been abandoned, 608 miles dismantled and junked, and 4802 miles placed under receiver's management.

This is the interesting answer which fourteen per cent of our street railway mileage give to the question, "Are the people paying all that a car ride costs?"

Those who live along an abandoned car line have the chance to consider in a new light whether the street railway was necessary in *their* daily life.

For most of them, getting down to the office, the shops or the theatre has become an added expense in time and money. Their homes are less desirable in location, and therefore worth less.

Should the question of higher fares become a burning issue in our town, an eye to this side of the story will perhaps help us determine what is fair for all concerned.

Published in the interest of Electrical Development by an Institution that will be helped by whatever helps the Industry.

Western Electric Company

No. 15 *So completely does this organization serve the electrical field that every time you call up your grocer, switch on a light, or take a street car down town, the chances are you are making use of Western Electric equipment.*

PERSONAL GLIMPSES
Continued

witch board. She asked: "Who are you, and what is your name?" The board spelled out the word o-u-i-j-a. Kennard was afterward told that ouija was an Egyptian word meaning "good luck."

The Kennard Novelty Company did a big business. There was a split in the firm. Kennard broke with the partners he had taken, and established a firm of his own. He put out the volo board, a species of ouija. Colonel Bowie, one of the partners, entered suit—the original company held the patents. The inventor was forced out of the talking-board business.

Some time later William Fuld, a shop foreman, took charge of the ouija business, paying Colonel Bowie a royalty. He associated his brother Isaac with him. They quarreled. Isaac Fuld established the Southern Novelty Company, and placed the Oriole Talking Board on the market.

In 1915 William Fuld held the United States patent, two United States trademarks, three Canadian trademarks, a Canadian patent, and the United States copyright on the name "ouija." The present vogue of the talk-table has made these immensely valuable.

PERILS AWAITING THE "CITY HICK" WHO TAKES TO THE WOODS

PERILS to life, limb, and reputation await the "city hick" who attempts to go on his own in the wilderness of wood, field, and stream, according to Phil H. Moore, who sets down in *Outer's Recreation* (Chicago) a few of the dangers which confront the city sportsman when he fares forth with rod and gun and considerable inexperience. The metropolite in the country, this writer declares, displays far more verdancy than does the straw-chewing jay emerging for the first time from a subway. Furthermore, there is always a friendly "cop" to save the ruralite from getting into serious difficulty, but the blasé street-car chaser may, with more or less impunity, drown or shoot himself, pick off an innocent bystander, or commit some other depredation against the common weal. The vacation period is the open season for the inexperienced woodsman, and an expert's advice and warning are timely. He begins:

We will presume that you are staying in a sporting-camp on Lake Rossignol in Nova Scotia. It might as well be Muskoka, the Adirondacks, or British Columbia. You are on your first trout-fishing trip. Upon the advice of friends you intend to stay at one of the camps for a day or two and then start off with a guide and a canoe for a week's fishing on the tributaries of Lake Rossignol. Having a first-class professional Canadian guide, you are in as safe hands as it is possible to be. The day before you start out your guide will sort of hang around and "get acquainted." You marvel at his seemingly impudent curiosity; he asks if you can swim; he inquires what you are going to wear on your feet; he appraises your brand-new fishing-gear and firearms; he inquires if you are "used to a canoe"; he wants to know if you ever

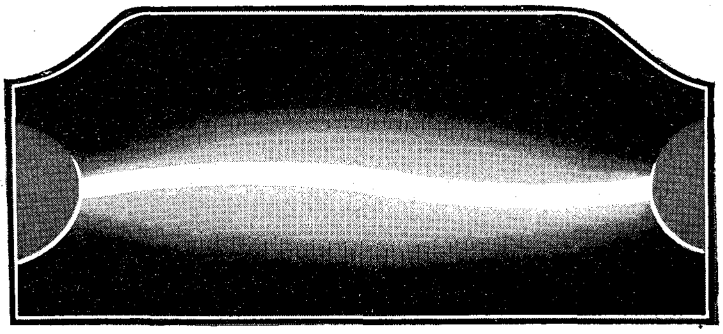
PERSONAL GLIMPSES
Continued

slept out in a tent; he overhauls your clothes, blankets, and the numerous sportsman's paraphernalia that your friends and the sporting-goods salesmen have wished upon you; he may even ask if you are addicted to indigestion, liquor, and tobacco. Now, he is not being impertinent. He is merely trying to find out with as much diplomacy as he may possess all about your experience, outfit, and characteristics with a view to being prepared for eventualities. Any deficiencies in either quantity or quality in your supplies will be taken care of in his.

Don't lie to your guide. If you are inexperienced frankly admit it. You might just as well. Your first day's deportment in the wilds will give him a very clear understanding of your qualifications. It is far better to admit sublime ignorance of the ways of the woods, canoeing, and camping and hence give your mentor an opportunity to anticipate resultant situations than to claim knowledge that you do not possess. He asked you about your footwear because he wishes to make sure that you are going to wear moccasins or rubber-soled shoes in his canoe. Hobnails, leather cleats, or even hard-leather soled shoes are injurious to the inside of the canoe upon which the pleasure of your entire trip will depend. It is not a question of merely scratching the varnish with which the craft is finished. It is the possibility of actually splintering or breaking the inside ribs and sheathing over which the thin canvas bottom is stretched.

He asks if you can swim because it is important to know in case of a tip-over (the most expert canoe men occasionally have such an accident) whether his first salvage efforts must be on behalf of the supplies or the passenger. If the latter has told the guide that he can swim, he will naturally be left to his own resources while the guide is righting the canoe, splashing or baling the water out of her, and rounding up such floating supplies as can be reached. If the canoe man knows that his "sport" can not swim, he will look to the safety of the latter first and the grub last. Apropos of a canoe capsizing, always remember to sit or kneel in the middle, keep down, and keep still. Don't try to turn around, stand up, or each out over the side. Kneeling on the bottom is preferable to sitting perched up on one of the thwarts. If you have admitted that you are inexperienced in a canoe, the guide is on the alert for unexpected movements and can often avert disaster by a timely quirk with paddle or pole. Remember that a canoe, while most useful and seaworthy when properly handled, is no beamy rowboat. It is decidedly quick and temperamental in inefficient hands. In case of a tip-over it is comforting to know that neither bark, canvas, nor basswood canoes will sink. So if you get into the water, hang on to the craft.

The queries about your firearms and examination of them were prompted by a very proper desire to see if the calibers were suitable for the game then in season; to find out if you were foolish enough to carry the gun loaded; how you handled the gun when taking it out of the case and showing it off. Guns of high power indiscreetly discharged are liable to kill the owner, his guide, or blow a hole in the canoe. Never pull a gun toward you by the barrel; never point a gun at any one, loaded or unloaded; never leave a loaded gun lying around where it can



the white hot spark you want
when you want it—and every time

$4,000,000 worth of "mags" on order—and more orders every day

thousands and thousands of "mags"—and every one of them bought to deliver white hot "juice" all-day-every-day, up or down hill, high or low speed, Winter or Summer.

in other words, more orders than ever before come to Eisemann for—

the simplest, most economical, the one absolutely dependable form of ignition—ignition that lives as long as the engine.

"mags"—Eisemann "mags" to go on the engines of passenger cars, trucks, tractors, motor boats, stationary engines.

and the ignition is the *heart* of your engine.

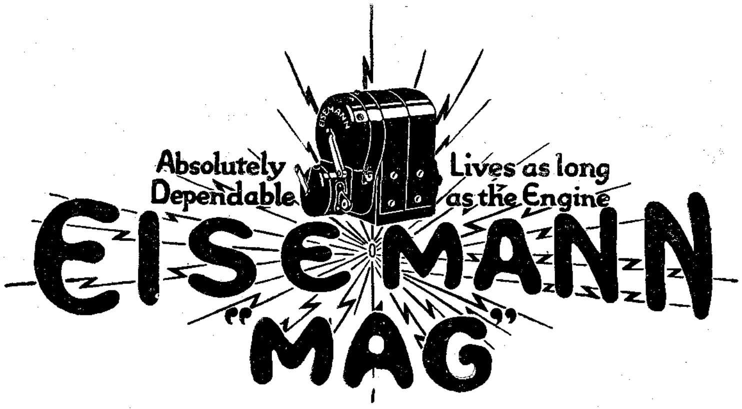
you want ignition that *won't* lie down.

THE EISEMANN MAGNETO CORPORATION
32 Thirty-Third Street, Brooklyn, N. Y.
Detroit: 55 Willis Avenue, W.
Chicago: 1469 So. Michigan Avenue

sparks

1. *is "mag" ignition direct or indirect?* — *absolutely direct*
2. *is "mag" ignition complicated?* — *simple as A B C*
3. *why is the "juice" white hot?* — *"mags" are made to make it white hot*
4. *why did Gen. Pershing cable for "mags"?* — *he knew what to depend on*
5. *did the General's own car have a "mag"?* — *sure as you're born*

(to be continued)



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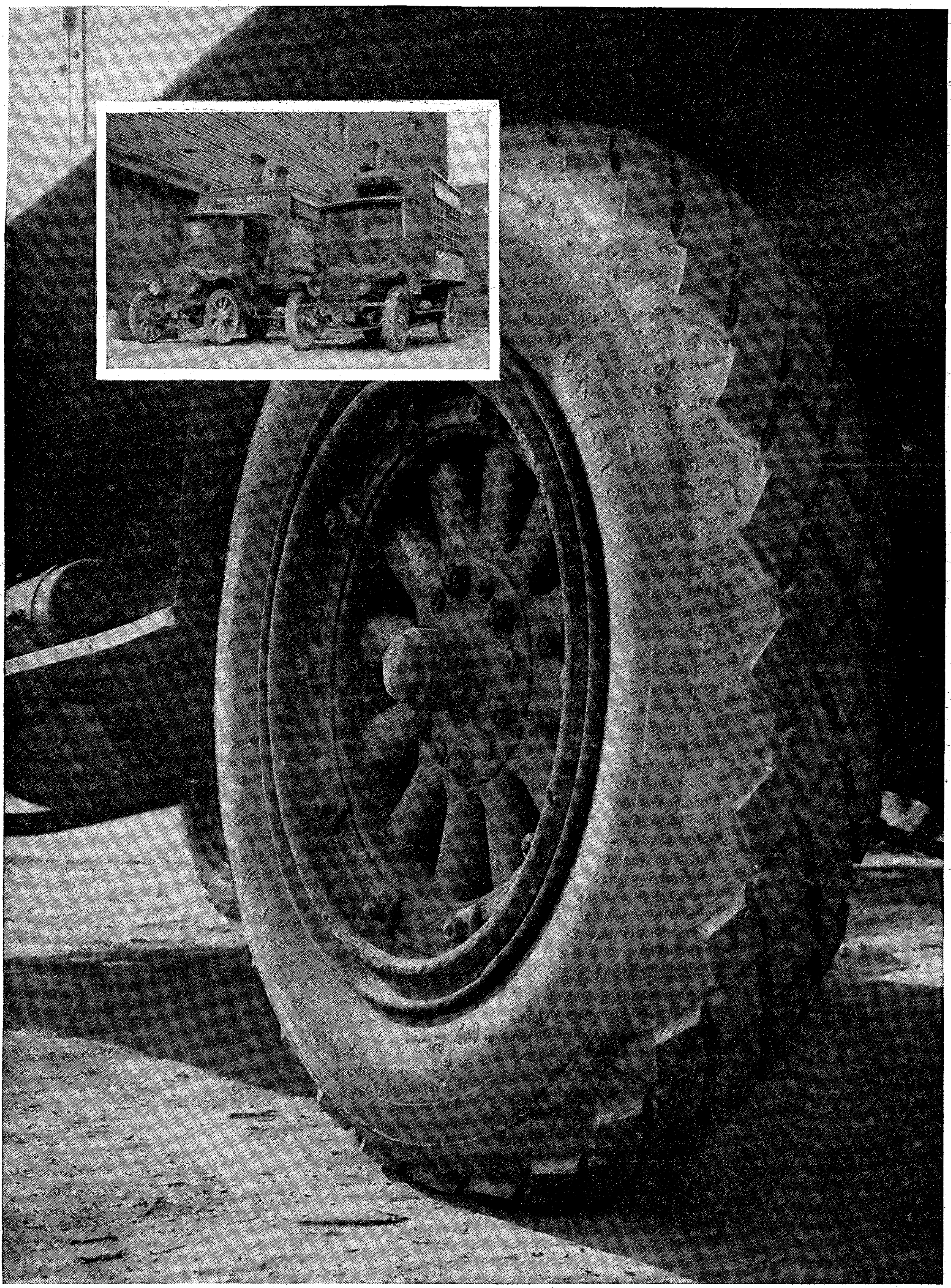


Large photograph: One of a set of Goodyear Cord Tires which outhauled solid tires in a six months' test conducted by The Winkler Motor Service, Chicago. Inserted photograph: The two trucks used in the test, No. 1 on Goodyear Cord Tires, and No. 2 on solid tires

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

Greater Range With Savings Via Pneumatics

The analysis below sets forth the net results of a six months' test conducted by The Winkler Motor Service of Chicago. This concern handles, on contract, the deliveries of The Steele-Wedeles Company, wholesale grocers of that city. The two trucks employed in the test were of the same make and capacity. Truck No. 1, on Goodyear Cord Tires, was used for long-distance deliveries to retailers, often running as far as Gary, Indiana—35 miles. Truck No. 2, on solid tires, was used for the shorter city hauls, traveling good pavements most of the time. Allowance, therefore, should be made for very bad stretches of roads encountered by the pneumatic-tired truck at the south end of the city and outside of it.

	Truck No. 2 (Solid Tires)	**Truck No. 1** (Goodyear Cord Tires)	Difference in favor of Pneumatics
Number of days operated	153	153	
Miles traveled	7,026	10,282	46% increase
Ton miles traveled	8,700	12,834	47% increase
Miles per gallon of oil	93	157.5	69% increase
Labor cost per mile (drivers)	$ .111	$ .075	32% saving
Operating cost per mile	$ .239	$ .225	6% saving
Cost per ton mile	$ .19	$ .18	5% saving

NOTE: Included in the Operating Cost Per Mile are all variable charges such as for fuel, oil, wages, repairs, tires, etc.; also, the fixed charges for overhead, administration, interest, taxes, and the like. Observe particularly that the latter were automatically reduced per mile by the pneumatics, which distributed them over a 47 per cent greater delivery distance.

Commercial hauling records comparing Goodyear Cord Tires on trucks with solid tires, as above, thoroughly explain the rapidly advancing adoption of pneumatic truck tires in America today.

Made intensely practical with the pioneering development of Goodyear Cord construction, the able pneumatics are multiplying both the utility and economy of the motor truck.

How decisively the big Goodyear Cord Tires improve hauling is shown in varied operating and cost reports sent on request by The Goodyear Tire & Rubber Company, Akron, Ohio

SAVE DRIVERS-LOADS-TRUCKS-ROADS
Haul on Pneumatics

CORD TIRES

PERSONAL GLIMPSES

Continued

be picked up by women, children, or other inexperienced persons; and if shooting at a target, be sure of the background of your range; if shooting at an animal in the woods, look for four legs and hairy ears, and then look twice again before pulling the trigger; never carry a gun cocked under any circumstances; the operation of cocking or throwing off the safety may be done with sufficient speed while raising the gun to the shoulder; if using a lever action repeater, don't fail to lower the hammer after you are through shooting, or throw on the safety, or, better still, extract the loaded shell from the breech.

If your guide is inquisitive about your fishing-gear, it is because he wants to be sure that you have a suitable rod, reel, line, leaders, flies, hooks or lures, dip-net or gaff. If your trip is to be a long one in a good fish and game country, you will depend partly upon the spoils of your gun or rod for your food, and the guide had to be mighty sure that the necessary utensils are in your outfit for obtaining sustenance this way.

In asking you if you ever slept in a tent, here again it is important for him to have the truth. If you are inexperienced he will so plan his trip that there will be comfortable tenting-sites each night, and he will start to make camp much earlier than he would with a seasoned passenger upon whom he could depend for considerable assistance.

As you sit on a stump and watch him deftly manipulate his glittering razor-sharp ax, magically shaping tent-pegs and poles, making chips for the cook-fire and cutting logs for the later camp-fire, you are fascinated. A strong temptation steals upon you to pick up the ax and show what you can do.

Don't do it.

There are two good reasons for resisting the primitive instinct most men and boys seem to have for fooling with sharp tools. In the first place you are sure to make a misstroke and dull the ax on a hard knot or drive it into the ground and so nick it that nothing but a grindstone can make it again fit for use. As your comfort, food, and safety depend on fire and shelter, the ax is the most important tool that your guide has to use, and there is no action you can take that will make you so unpopular as experimenting with that essential implement. A still better reason is the danger of cutting yourself and bleeding to death before you can be removed to civilization and surgical assistance. When you consider that even professional choppers in the lumber woods often maim themselves beyond repair by unavoidable slips of the ax, it is patently a poor plaything for the uninitiated.

In overhauling your clothes, blankets, etc., your guide wants to be sure that he is not taking you into the woods with more dunnage than the canoe or he can carry, but with suitable quality and quantity to keep you from perishing. In the way of small supplies his quick eye looks for a compass, a water-proof match-box, fly-dope or fly-net, court-plaster, a bandage or two, iodin, tobacco, pipe, jack-knife, rubber-soled footwear or moccasins, two or three pairs of "soldiers socks," sweater, etc. If he sees you have no compass he will not let you out of his sight on the entire trip. His concern over fly-dope, match-box, tobacco, court-plaster, iodin, etc., is only with a view toward avoiding your possible discomfort by supplying in his own pack what has been left out of yours.

The answer to his query about your digestive apparatus guides him in the preparation of your meals and the selection of raw foods. His solicitous inquiry about your use of alcoholic stimulants arises, I am sure, solely from a personal interest in the whole liquor question, including all brands, vintages, and percentages. There is always a crestfallen expression upon their faces when they draw a "sport" who does not drink. They are always willing to "join" you at all times of the day or night, and have been known to "join" you when you did not know anything about it. Most of them have shortcomings as professional guides, but as professional drunks they have no peer (with apologies to the proverbial exceptions). Any city-bred "Indian" who goes into the woods and allows his guide to drink more than the bare courtesy of the occasion may demand deserves all the inefficient service and neglect that are bound to follow.

If you will remember that guides are not menials, but are licensed by the Government to protect the forests from fire, shield game from unlawful destruction, defend their patrons (with their own lives if necessary) from the dangers of forest, stream, and wild beast, and last, but not least, to guard the amateur sportsman from self-inflicted injuries, you can very properly respect them and their profession. Your trip will probably cost you less if you listen to their advice than if you try to become a Buffalo Bill or Kit Carson through unadvised personal experiences.

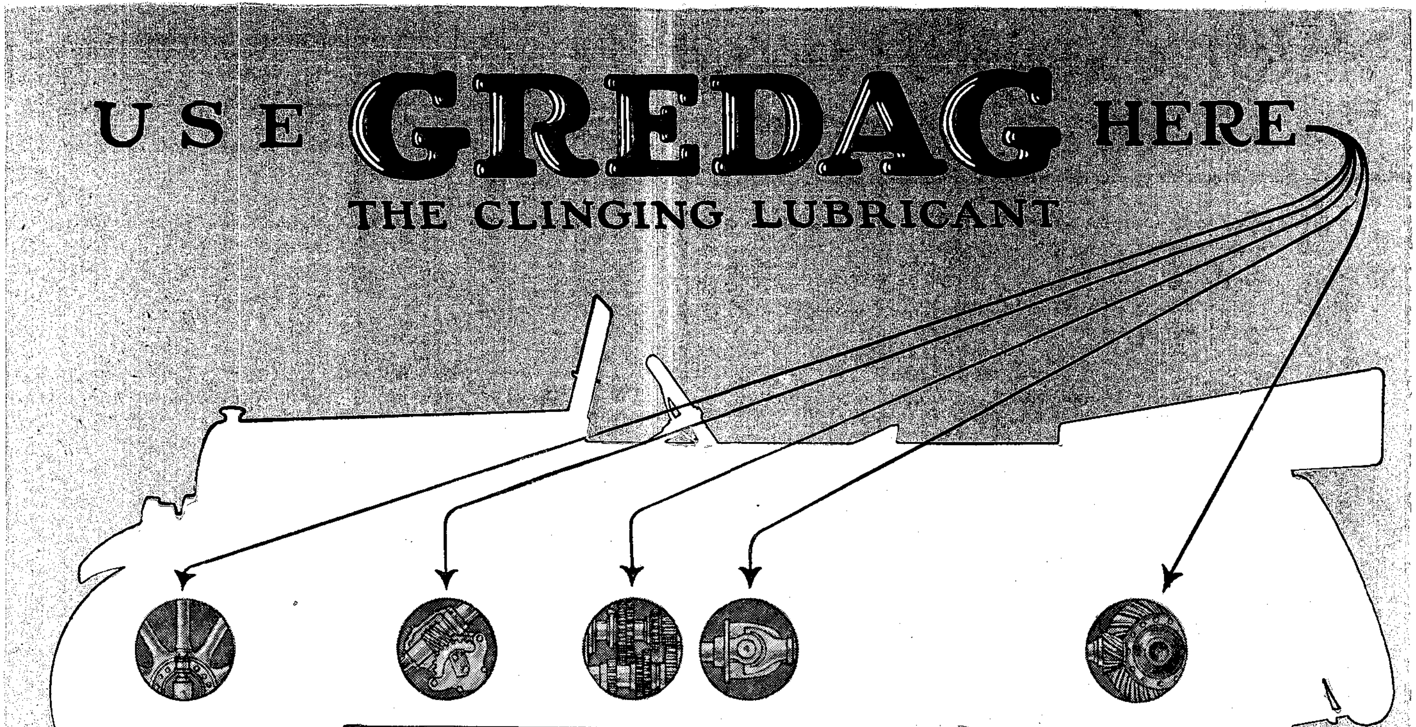
The canoe fills a very natural place in the life of the great Canadian public, both north and south of the international boundary. Its light weight, speed, seaworthiness, and shallow draft were qualities evolved from the topography and hydrography of this continent. It was the original Indian craft. It is still, and always will be, typically North American. They are now so universally in use at summer resorts, as well as for business and pleasure in the wilds, that it is a wonder the public does not know more about the proper use of them. One can hardly pick up a paper during the summer season but there will be an account of a drowning accident due to the capsizing of a canoe. It is unfortunate but true that a large percentage of city-trained young men with little experience in canoe handling will invite their best girls out paddling. The very trickiness of the craft seems to incite a desire to pick that particular vehicle for showing off before the fair sex.

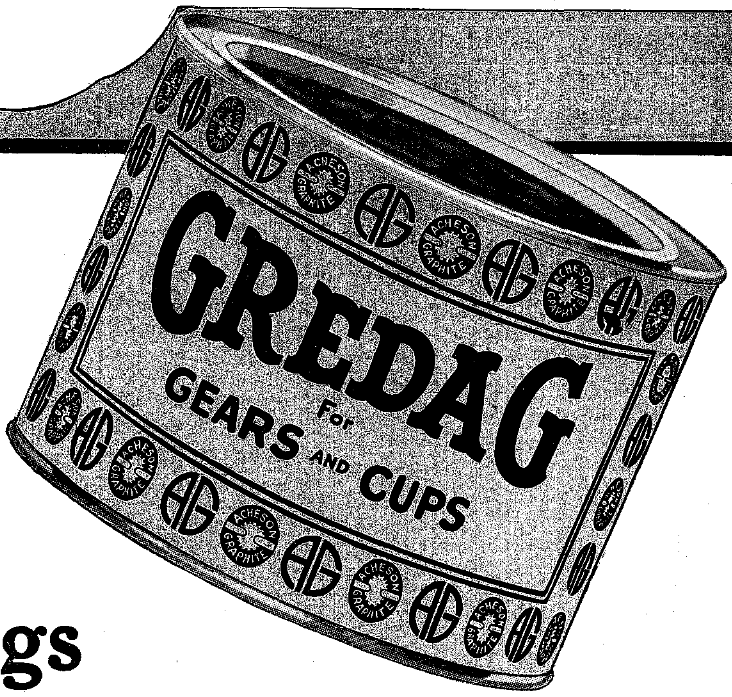
Discretion is the better part of daring, and the inexpert is strongly advised not to attempt to make a reputation as a skilled woodsman. There are tricks in all trades, and it requires time and patience to learn them. For instance:

If you are tempted to try your luck in a canoe without the benefit of an instructor, do not make your first attempt when the wind is blowing. Also do not sit on the stern seat or thwart, which will bring the bow way out of water. The proper position is to kneel just forward of the first thwart aft of the center one, half sitting and half leaning upon it, and use your paddle on either side that seems most convenient. If you can not swim it would be better to learn how before experimenting with a paddle. Never invite any one to go out in a canoe with you while you are learning, and if possible avoid taking a passenger at any time that can not swim.

Strange as it may seem, the most ludicrous performance I ever beheld was "put on" by a salt-water sailor who held a captain's license and had been all over the world in sailing-vessels. He was also a crackerjack as a yachtsman and luckily was a good swimmer. We were moose-hunting in Nova Scotia and had our tents pitched on the Screecher Carry, a narrow neck of land between Lake Rossignol and the Fourth Lake. Jack had been paddling bow in my canoe for several days, and being well acquainted with his courageous character, resourcefulness, and swimming ability, I had not given a thought to his previous canoe experience. Consequently, when he pushed my little basswood canoe out into the water and, seating himself in the stern seat, began to paddle out into the lake with the bow high in the air and the light craft teetering on her narrow stern with hardly a third of her keel in the water, I thought he was going to give us an exhibition and perhaps show us some new stunts. There was a stiff breeze blowing off shore and this caught the high bow of the canoe and kept it straight before the wind so that Jack's inexpertness with the paddle did not betray itself to us observers on the beach. As he shot out from under the lee of the land, he ran into rough water and half a gale of wind. He tried to turn around but found it impossible, owing to the high bow acting as a sail, and during his struggles a wild black squall capsized him. Joe and I launched our big guides' model eighteen-foot canoe and went to the rescue. When we reached him we found the little craft had tipped him out, and, hardly shipping any water at all, had immediately righted itself. Jack had divested himself of a heavy sweater, and with the canoe's painter in his teeth was swimming sturdily for shore when we picked him up. He did not say very much until safely on the beach. Then he gave us the most enlightened exhibition of salt-water cussing that had ever assaulted our innocent ears. It was lurid. He cursed my particular canoe, all canoes in general, and the men that made them. He had on a pair of moleskin riding breeches which shrank so rapidly that it gave the pleasing effect of a little boy growing to manhood without having time to change his pants. A couple of hours of quiet instruction the next day gave Jack the working principles of canoe-handling. Before the trip was over he "allowed" that he could "put her anywhere in any water."

Having been a sea-captain and in the habit of depending largely upon his own judgment, Jack showed woful stubbornness about another vital matter. A day or two after the canoe incident we were tenting in the woods on the edge of another lake. It had been very dry and windy. The woods were like tinder and we all had been most careful about putting out our camp-fires before going hunting, in spite of Jack's ridicule of our "fussiness." While the guides were "driving" a large bog they had left Jack to watch for moose on a certain runway. Being cold, he lit a small fire. As no game showed up, one of the returning guides shouted to him from a distance to go on back to the tents. The fuel Jack had been using was bone dry and made no smoke, so the guide did not notice that our friend had built a fire. Jack made his way back to camp indifferently leaving the fire smoldering. About midnight we all woke up coughing. There was a high wind and the smoke was dense. The sky





Clings to the *Vital* Spots

YOU can't have unfailing lubrication if you depend on a gear lubricant that is squeezed out of these "vital spots" by every sudden jamming of gear on gear. There is a lubricant, however, that pressure won't press out. It clings to the vital spots. It keeps everlastingly at work, in the place *you* put it. It's called Gredag.

Gredag "stays put"—on gear, bearing, or axle. The scientific process by which it is made, looks out for that. As a result—it *always* lubricates under *any* load, in hot or cold weather, and keeps gear teeth velvety smooth because it's *grit*less.

Next time your passenger car or truck needs lubricating, use Gredag. You can get it at any good automobile-supply dealer, or garage.

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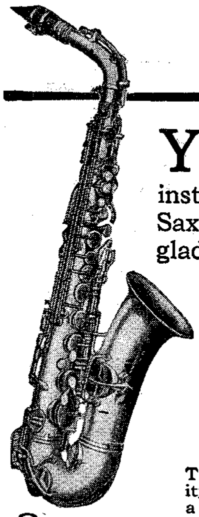

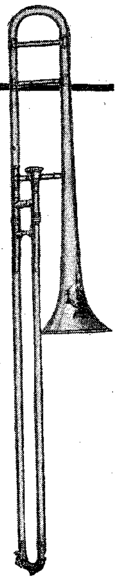

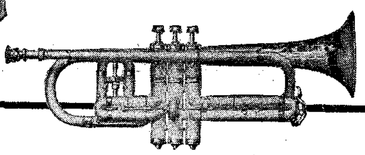

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America's Eminent Band Master and Trombone Virtuoso says: "I attribute much of my success and pleasure in music to the remarkable qualities possessed by the famous Conn Ltd. Instruments. I cannot recommend them too highly."

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PERSONAL GLIMPSES
Continued

was lighted up dead to windward of us, and it was a wild scramble to get our tents down, our canoes launched, and our supplies tumbled pell-mell into them. I do not think that any of us will ever forget that desperate midnight paddle racing before a wicked foaming sea with black, driving smoke and showers of sparks. In landing on the opposite rocky shores of the lake we all but wrecked our canoes in the wind lop. As the fire was confined between two lakes, it burned less than a hundred acres of second-growth timber with a possible damage of one thousand dollars. Jack settled.

Moral: Do not light any fires upon other people's property unless accompanied by a licensed guide, or except in case of dire necessity. When you leave extinguish every last spark with damp earth or water.

In conclusion, I would advise the "hick" from the city to take to heart a cryptic saying of old Ma-tee-o's, the Mimac: "Little fire, Injun ketch 'um; meskuk (big) fire, ketch 'um Injun!"

SOME OF THE CAMERA MAN'S SECRETS

LISTEN to this moving story, Fans and Fanettes, and learn a few of the tricks of the most popular trade in the world. You have seen battle and murder, and bloody death on the screen; you have seen the great Douglas walking upside down; you have watched with beating heart men take flying leaps which no known athlete would attempt; you have seen dragons pursuing frantic children until you were scared nearly to death yourself, and you have seen giants and pigmies performing odd stunts so realistically that you refused to believe that everything is not an actual occurrence caught on the film. But Monroe Lathrop divulges in the Los Angeles *Times* a few secrets which will satisfy curiosity and yet not injure the motion-picture industry. For, as he takes care to say, only a very small percentage of movie-picture scenes are faked. Most of the daredevil stuff is real. The picture-makers don't want screen fans to think that most of the extraordinary things they see are optical illusions made by some master hand at the camera. They are not:

But there have been some things on the screen that you knew were faked, and it is a reasonable curiosity to want to know how they were done. Let it be said that they were only incidental; the vast majority of scenes shown on the screen are genuine—obtained at enormous expense and pains or, in the case of "stunts," performed at varying degrees of peril to the life or limb of the actors.

In one week recently in California locations one thrill-actor was killed by falling seven hundred feet from an airplane, another was fatally injured in leaping from a fast-moving train, and another was badly injured trying to make an automobile vault over a locomotive—something snapt at the critical moment.

So the fakes are exceptional. But on

PERSONAL GLIMPSES
Continued

their face some things are tricked up. For instance, however much confidence in the legend "there were giants in those days" you have carried over from your childhood, you know that there are now no one-hundred-foot giants in the California movie studios. And yet you saw in Bryant Washburn's comedy, "The Six Best Cellars," a human monster walk down the roadway and drink out of a demijohn while people of normal size, but pigmies by comparison, flanked him on either curb.

The giant was a real man, "even as you and I." So were the people over whom he towered, tho he could have put several of them in his vest pocket. How was it done? Double exposure, you answer. Wrong—tho it might have been done that way. It was all done with one "shot," and it illustrates how far beyond double-exposure camera ingenuity has advanced.

The "giant" was the creation of W. L. Hall, a genius in the service of the Famous Players-Lasky Company. He built a platform sixteen feet wide in the street, resembling a pavement, reaching from curb to curb, on which he placed an actor of ordinary size. Back of this platform, which was seventy-two feet deep, were the throngs of people. Now the skill consisted in so placing the camera that the curb lines on which the people stood far back of the "giant" were caught by the lens while the "giant" was kept in perfect perspective.

He was a "close-up" and they were a "long-shot"—all in the same scene. Yet the screen seems to show the throngs following the walking colossus on an even line with him, when in fact they were nearly one hundred feet back. It illustrates what a lens in the hands of a master of the camera's mechanism and of optics and perspective can be made to do.

Doug Fairbanks really scales high buildings and works other athletic marvels for the camera. Almost everything he is shown doing is genuine. But he can't walk on ceilings, head downward, as he is seen to do in his last play, "When the Clouds Roll By." That, of course, was a mechanical interpolation.

They built at his studio a set showing a room open at one side and revolving on an axis like a squirrel cage. As Doug walked over to the side wall and placed his foot on it for the first step the camera, also set with special equipment, so that it would revolve, likewise turned, and so on as he walked up one side, over the ceiling, and down the other side.

To the turned camera he appeared always to be walking on the floor, head up, but in the picture registered on the film, always vertical, the star had his head out horizontally or downward, as the case happened to be. The pursuers rushing into the room were introduced by double exposure.

Simple enough in the main elements, but the art was to get the mechanism of the room and camera adjusted to such a mathematical nicety that the artifice wouldn't be given away at some point in the revolution. A somewhat similar method was used in filming the earthquake scene in Bryant Washburn's play, "Why Smith Left Home," with its heaving and rocking buildings.

In one of Fairbanks's plays is a scene showing a city being overwhelmed by flood. This was done by sending a sluice over a town of miniature buildings; and to over-

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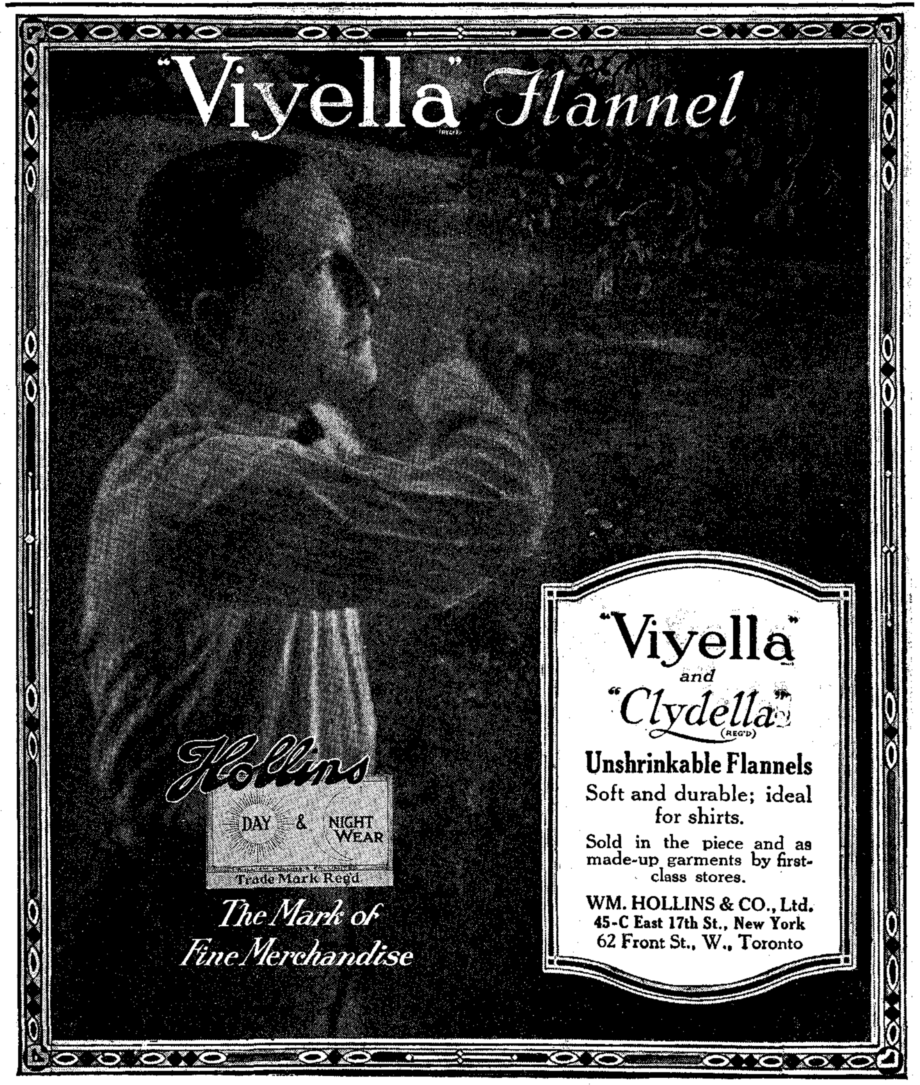

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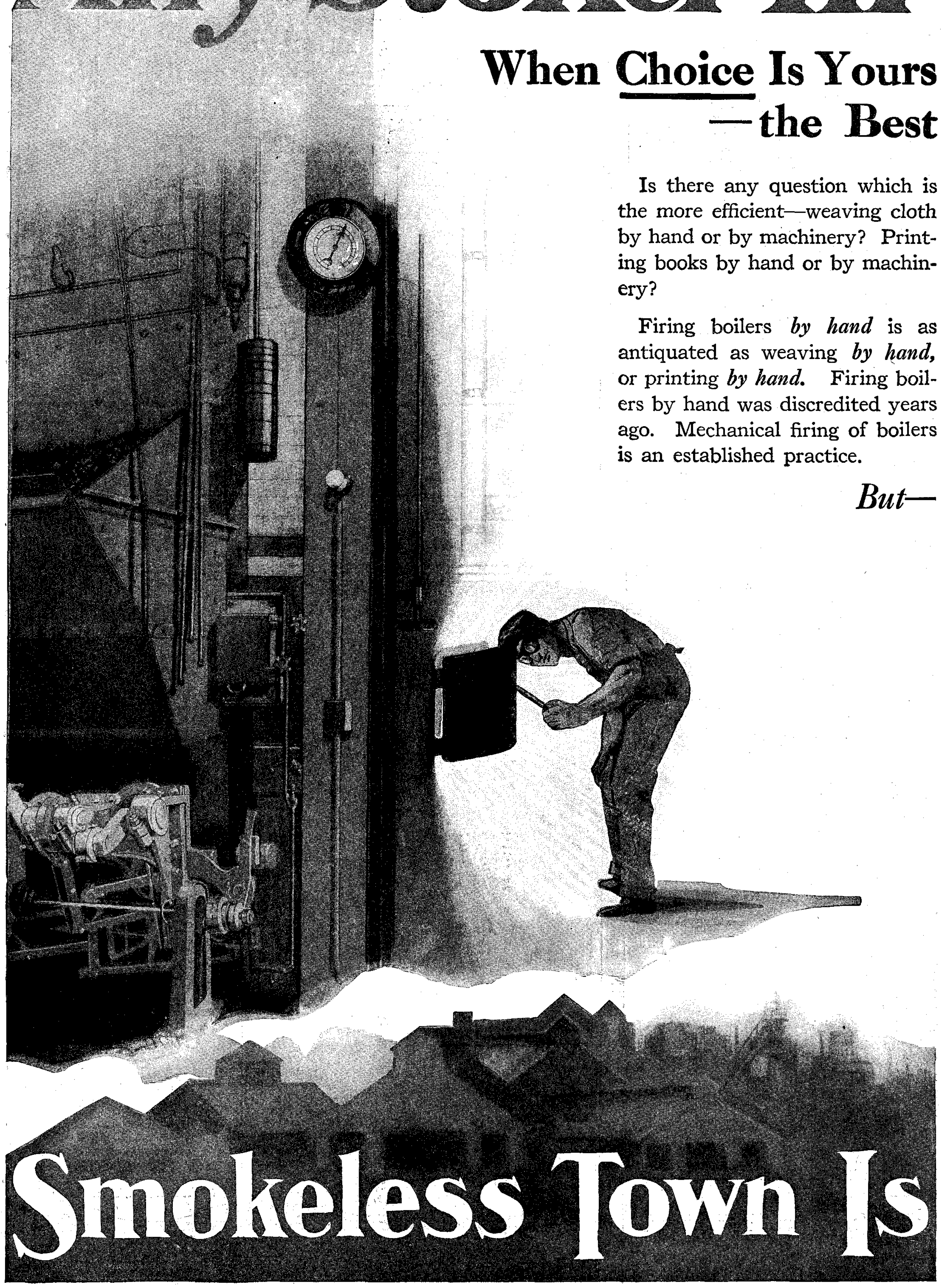


When Choice Is Yours —the Best

Is there any question which is the more efficient—weaving cloth by hand or by machinery? Printing books by hand or by machinery?

Firing boilers *by hand* is as antiquated as weaving *by hand,* or printing *by hand.* Firing boilers by hand was discredited years ago. Mechanical firing of boilers is an established practice.

But—

Smokeless Town Is

a Storm, But!

The mechanical stoker, like the printing press, the loom, the steam engine, the machine tool, has been an evolution, with its mistakes, its wrong leads, its half-successes. Finally, science, plus persistence, has triumphed.

The Taylor Stoker

is the final embodiment of scientific principles in practical form—the tested method for securing the maximum return of coal into steam.

Therefore in scores of progressive plants the Taylor Stoker is replacing older stoker types, even as the latter once replaced hand-fired furnaces.

Step into one of these plants. Here, with the two types of stoker working side by side, Taylor Stoker "reasons why" are strikingly apparent.

Enter the Detroit Sulphite Pulp & Paper Company plant, where Taylor Stokers have replaced an earlier type under four boilers—half of the boiler equipment. First there's the matter of increased capacity. The Taylor Stokers produce, two, two and a half, often as much as *three times* the quantity of steam which the boilers were rated to produce.

Think what it means to produce double the quantity! It means half the number of boilers, boiler house half the size, half the boiler plant overhead.

Then the matter of labor. "If I try to push the boilers much above rated capacity with those other stokers," the Chief Engineer comments, "the firemen quit on me—there's too much pulling and hauling to do. Now look at that." He turns to the Taylor Stokers. "One man cares for the four stokers—easy."

Greater capacity, labor saving, lower upkeep—ability to handle sharply shifting loads—here are four reasons why the Taylor Stoker is constantly supplanting older types of stokers as well as hand-fired furnaces, and why progressive concerns choose Taylors in erecting new power plants.

Consider the striking evidence of repeat orders for Taylor Stokers:

Nineteen from General Electric Company, six from Firestone Tire & Rubber Company, nine from Interborough Rapid Transit Co., four from Great Northern Paper Co., thirty from Detroit Edison Co., twelve from Ford Motor Co., thirty-five from Solvay Process Co., fifteen from Proctor & Gamble Co., six from Northern Ohio Traction & Light Co., three from Youngstown (Ohio) Sheet & Tube Company, etc. These are concerns which *demand* highest efficiency in every branch of equipment.

Therefore, they buy Taylor Stokers—and buy again.

No matter where your plant or what its size, we have detailed facts and figures which will show what the Taylor Stoker can accomplish right there. Do you want to see them?

Write us and ask for the booklet, "Today's Problems and the Taylor Stoker."

American Engineering Co., Philadelphia, Pa.
The Taylor Stoker Co., Ltd., Toronto, Canada

Taylor Stokered

PERSONAL GLIMPSES

Continued

come the jerky effect which would appear on the screen, the scene was "shot" with a fast lens making ten feet of film a second. Some remarkable photographic stunts were done in Griffith's spectacular play, "Intolerance." This was effected by Mr. Hall, then with Griffith, but now of the Lasky Company. We read:

> In some of the long-shots showing vast numbers of Babylonians in the festive scenes in the palace, and others showing fighting with invaders from the towering walls, the soldiers were manikins operated mechanically! They carried shields and performed prodigious feats of valor. These toy figures, of which there were no fewer than three thousand in one scene, went through their "acting" wholly by means of a system of little elevators underneath the set operated by a large corps of men under Mr. Hall's direction.
>
> One of these miniature mechanical marvels cost twenty-four thousand dollars to build. There was no fake about that! "Mr. Griffith almost laughed himself sick when he saw the thing operated," says Hall. But so amazingly perfect was the complicated device that these manikins were shown spearing each other, battling furiously with swords, falling in combat, and even hurling balls of fire from the parapets so realistically that no eye has ever been skilled enough even to get a suspicion of fake. No wonder Griffith laughed.
>
> The illusion was perfected by a host of real, moving humans in the scenes—and this was another achievement of Hall, plus Griffith—to make the false dovetail so perfectly with the real that an expert camera man could not tell one from t'other.
>
> Revealing this does not detract from Griffith's wonderful work in "Intolerance." In most of the big scenes he marshaled and directed vast numbers of people—so many that the salary list of "Intolerance" has never been even approached by any other picture.
>
> An amusing piece of faking was done under Hall's master-hand in a fairy play. They asked him to conceive some way in which a dragon could be shown pursuing children. Hall got a young denizen of one of the Southern California alligator farms and "dolled it up" with horns, claws, and other accouterments of a husky dragon. Then he had the children photographed running up steps to a refuge in an enchanted tower.
>
> Running the film back, he made a second exposure showing the dragon crossing the foreground in all his horrific design crawling up the steps and finding himself baffled by the enchanted door-sill. "Maybe we didn't have a time making that dragon act his rôle," said Hall. The skill of the thing consisted in the mathematical accuracy with which the double exposure had to be done. The illusion was perfect.

Another wizard of the camera—master of them all, in fact, in the making of fake thrill stuff as it is known in the *argot* of the studio—is Fred Jackman, head of the photographic staff for Sennett. It is generally Sennett who conceives the situations; it is Jackman who puts them into execution. Says the writer:

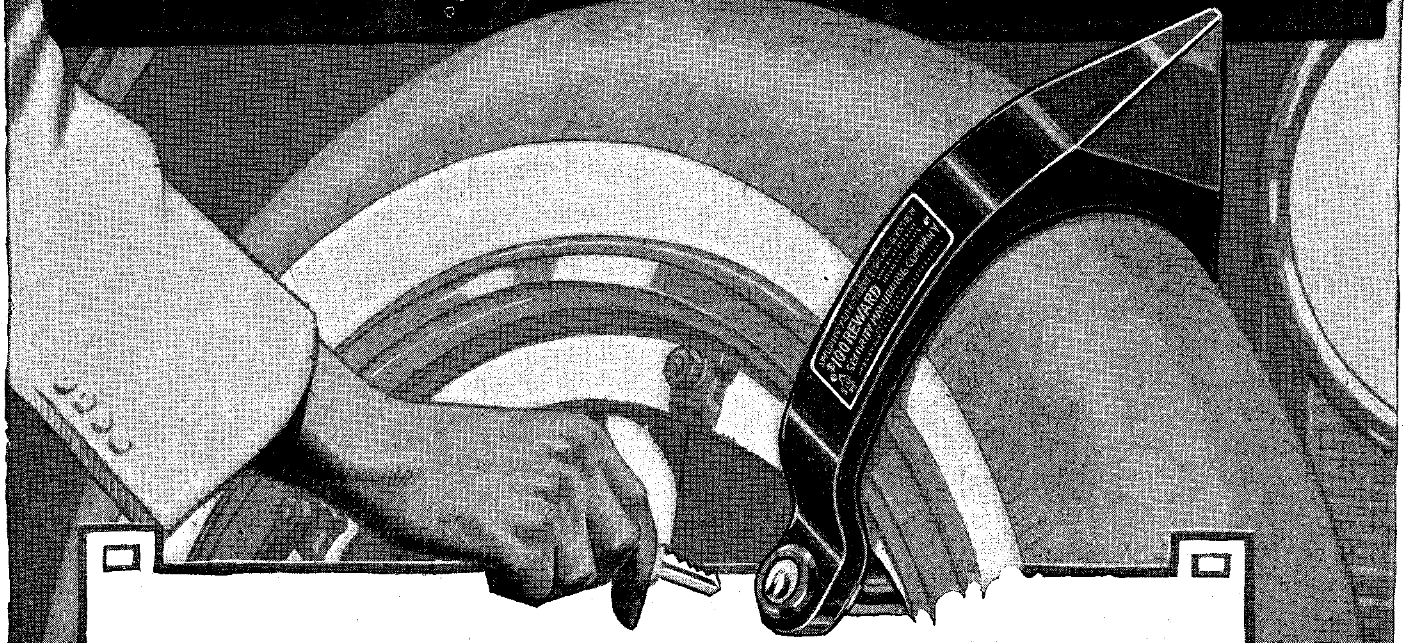
> Jackman can show a man falling off the top of the Washington Monument, landing on his feet, and walking away with an unruffled cigar in his mouth. He's nice about refusing to give away the tricks of his trade, explaining that in his particular line it's especially desirable to keep people guessing which is real and which fake.
>
> "Make no mistake about this," he said; "most of the thrill stuff you see nowadays in our films is genuine. Audiences have grown wise and demand the real thing. Too many of them know when you are resorting to tricks to try to pull the old simple stuff on them. What we do now is the rarity, and it's got to be so good that they can't detect it."
>
> But Jackman admits that he does put it over on them now and then. He's so expert, in fact, that often other producers borrow him from Sennett for particularly difficult trick photography. He told how he made a bony horse eat a bag of oats and grow fat before your eyes. He photographed a cadaverous old Dobbin eating the feed. Then he faded the scene out with six turns of the crank. Then he substituted a horse swollen up with wind colic. Next he turned the film back six turns and faded in. The optical effect is an animal gaining a hundredweight in a few seconds. In the same way he made a frightened darky turn snow-white. But it's not so simple as it sounds. The darky had to retire to put on a white make-up, but before doing so another camera was trained on him and his exact location was sketched on the glass plate.
>
> If, in retaking the scene, the darky had been a small part of an inch out of the position he left, the figure would appear to jump on the screen and the trick would be spotted. When the darky came back he was located in this precise spot and in the precise attitude by the second camera's plate, and the "lap-dissolve," as it is termed, was completed. This trick explains how Mary Pickford, in a recent play, was shown shedding rags that were simultaneously replaced by a princess's gown.
>
> In one Sennett comedy Jackman showed a girl skating into a room, making a complete loop-the-loop circle, and skating out. While the camera showed her looping, she was actually standing still on one spot. She skated to that spot, the camera was revolved, and as it reached "even keel" the girl skated out of the scene. The revolving of the camera made it appear that she had described a full circle.
>
> Here's the way they make men in a comedy chase leap from roof to roof across a street, say sixty feet. They make a photograph of the real buildings. Then they take at the studio a moving-picture of the actors jumping from one spot to another, say ten feet. All around and behind them are hung black velvet curtains so that nothing registers on the film but the flying figures.
>
> By superimposing that on the picture of the buildings, after getting far enough away with the camera to see that the perspective of the leap fits exactly on the cornices of the buildings, they show you men doing the impossible. In justice to Fairbanks it should be said he doesn't use these tricks.
>
> In Mary Pickford's "Pollyanna" two little imps are seen to dance on a large cake. This and kindred stunts (like a fairy rising out of the bowl of a man's pipe) were first done by a French cinematographer named Paul, but Americans have developed the idea. It is carried out with mirrors. At a certain angle and far enough away to make them appear tiny on the film, life-size imps dance before a mirror. With the aid of another mirror the reflection is caught by the camera at a point directly over the cake, and so nicely can the matching be done that you can see the feet of the imps touch the frosting of the cake.
>
> Well, fans, that will be about enough of the forbidden fruit to-day. Run along to the theater, and if you see some fine stunt on the screen don't whisper to your seatmate that it's a faked affair.
>
> Nine and a half chances in ten you will be wrong. The only rule for spotting a fake is this: If a scene looks very much as if it might have been tricked it is probably genuine; and if it seems so real that you couldn't entertain a suspicion about it—why possibly the studio wizard has put one over on you.

THE FARMER'S WIFE CALLED "THE WOMAN GOD FORGOT"

"OH, yes, I'm always working," she says with a pleasant smile as she wipes her hands on her apron and points to a vast stack of unwashed dishes in the kitchen sink. "I'm always working. That's all the women ever do on the farm. My day begins at four-thirty in the morning, and some nights, when I'm lucky, I get through by ten o'clock. A long day? Well, who is to do it if I don't?" This seems an unanswerable argument, and so the farmer's wife goes on drudging year after year until she is bent, faded, and old before her time. She knows little of what is going on in the world, she is behind the times, and she is "forgotten by the world, forgotten by the farmer, forgotten almost by God," so completely is she hidden away in remote corners. And yet we read that she is the most important figure on the farm. She shares all the problems and tribulations of the farmer and has a whole series of burdens of her own besides. "The farmer to-day is receiving the pity of the nation," says Elizabeth Ellam in the Boston *Herald*. "Why not expend some of it upon the farmer's wife, that patient woman who, to paraphrase the old saying of the Pilgrim mothers, 'has to stand all that the New England farmer has to stand, and the New England farmer, too!'" What a contrast is her story to that of the average wife and mother in city or town! While Miss Ellam's account deals only with New England, the lot of the farmer's wife is much the same in other agricultural districts where modern conveniences have not been installed, and may, therefore, be taken as a description of conditions more or less typical of those sections. Here is the story of the farmer's wife's long day as she gives it herself, for she is glad to have a chance to talk—she is so lonesome:

> "There's the breakfast to get for my husband and the men in the morning. That has to be early, for they have to get about the chores on the farm. Then I have three children to get breakfast for, wash and dress and put up lunches for, so they can start for school. After that there is the usual housework, beds to make, sweeping, cooking, besides the washing and ironing. I do it all, with the help of the children. My husband keeps only four or five

$100 REWARD



This System Protects Cars

against Thieves and Joy Riders

One hundred dollars ($100) reward will be paid by the Security Manufacturing Co. for the arrest and conviction on the charge of grand larceny, or other felony charges, of anyone operating an automobile guarded by a Security Auto Theft-Signal, or tampering with the Theft-Signal, or trying to remove it from the wheel of the car without the proper key.

Security Auto Theft-Signal

Over 200,000 automobiles are being *successfully* protected by the Security Auto Theft-Signal. It is the one *proven* way to protect cars from being stolen. Other devices have proven unsuccessful. But this System solves the problem once and for all.

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No thief will attempt to drive off with a car under this System of protection—or even tamper with this Theft-Signal. To do so immediately attracts attention and stimulates the prompt action that protects the car owner against theft.

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Police Departments throughout the United States and Canada are well informed of this System.

There is a *style* and *size* to fit your car. If your dealer can't supply you, write your nearest distributor, or us.

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REFLEXions of No-trouble ignition. Read about these year old plugs below.
GIANT REFLEX
GIANT REFLEX

—And In Today's Acute Transportation Situation—

—when Reflex equipped truck fleets, due to freight and express conditions, are being operated day and night keeping material moving in and out of factories—

—when Reflex equipped passenger cars are being used more and more in business—

—the above illustrated Reflex Spark Plugs are an example of what Reflex No-trouble ignition means especially at these times.

"These Reflex plugs have been in constant use now over a year. They have had much to do with keeping our truck fleet on schedule," writes the user.*

There is a Reflex dealer near you. He has a special type Reflex Spark Plug for your requirement.

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The Reflex Ignition Co.
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REFLEX SPARK PLUGS
KEEP THE CAR ON THE GO!

PERSONAL GLIMPSES
Continued

men now; time was when we always averaged ten to twelve. But the wages they ask makes it out of the question to keep so many, and we couldn't get them even tho we could pay. They won't stay on the farm while the city calls them as it does now."

"And what do you have for amusement, for a change?" I asked timidly.

"Wa-al," she drawled, "there's grange meeting in the village every two weeks, but generally we're too tired to go to that. Sometimes he stays at home and if I can get a ride with a neighbor I go, but mostly we don't go at all.

"You see, after the supper-dishes are done there's milk to be separated, and the milk things to be washed and scalded, and, of course, I have that to do. Every other night I have bread to set—it does beat all how men do eat bread! If I have an hour there's always a pile of mending and stockings ahead of me that I never catch up to anyway. No—I don't go to movies or those things much, I'm generally too tired.

"Oh, but I wouldn't have you think it was as bad as it used to be. We have a telephone and the rural mail, and then we have a 'Henry' now, and can get out for a drive in the country once in a while. I work hard, but it's better than it used to be!"

Had she a washing-machine? Never heard of one. Did she possess an electric flatiron, to reduce the number of steps taken by her weary feet, while doubling her efficiency? Foolish question, when there were no electric lights in the village. Did she then have a gas-stove in the kitchen? No gas, either, in the village. Vacuum cleaner? A simple stare answers your questions, for by this time the farmer's wife is beginning to wonder whether you have escaped from a near-by asylum or whether you are an agent bent upon selling her something. She has no vacuum cleaner, neither has she any fireless cooker. She has no running water in the house; a pump in the kitchen tells a mute story of unending, back-breaking labor on wash-days, when tubs and boilers must be filled and filled again. Two reddened, work-worn hands, these are her only aids to housework, the aids that God gave her and that she has nearly worn out in her faithful performance of duty as she sees it.

As for having a "hired girl," the writer says, "Who wouldn't laugh at the prospects of a hired girl on a New England farm to-day?" Why should girls work on a farm for six to ten dollars a week? A case is cited of a typical factory advertisement offering, "First week's pay with bonus for beginners, not experienced in the work, $13.48," and the writer asks:

Is it any wonder that the farmer's wife is without help? Is it any wonder that the girl looking for work turns to the factory, with its tempting offer of a bonus, with its short hours, and its fat pay-envelop, rather than to the never-ending work upon the farm? Is it any wonder that the farmer's daughters, too, turn their eyes cityward for their future, rather than to the fertile fields, the rolling hills, and the fragrant orchards that they know as home?

What this farmer's wife forgot to state the next one added. I gained the kitchen door, where the woman of the house greeted me. This time she raised her reddened arms from a steaming tub of suds. Washing was in progress tho it was mid-afternoon.

She did all the work that her neighbor did, except that she cut and made all of the clothes that she and her family wore in addition. Of course, they bought union suits and such articles of underwear, but otherwise she made them all. "He" bought an overcoat about once in ten years, but she couldn't remember when she had had a ready-made suit. She was the pathetic farm woman, for work had made her a mere drudge, working without rime, reason, or method whatsoever. She had no system, and in that she was identical with half of the farm women in New England to-day.

No sooner is one task completed than it is ready to do over again. No sooner is one day done than a clattering alarm-clock calls to tired bones and shrinking muscles to begin another. This—the history of the systemless farm.

Does the farmer give his wife an allowance? Does she have anything that she can call her own? A share in this or a share in that?

If the farmer heard the word allowance he would not even understand you. He hasn't one himself. One of the tragedies of the farm is that while it is Mary's calf, it's always father's cow that goes to the butcher and father's money when it goes into his pocket. John may have brought up the little ewe lamb on a nursing-bottle, may have coddled it on cold nights, and brought it through the storms unscathed, but it's always father's lamb that goes to the slaughter-house despite the sobs and protests of heart-broken John.

Mother may bring up a whole brood of chickens, nursing them along in home-made incubators under the kitchen stove, stepping gingerly over them, and doubling her work in the kitchen, but when the eggs are sold and the broilers go to market, the money goes into father's and not her pocket.

And it isn't a desire to exaggerate conditions that prompted a worker in a rural community to tell me the story of the farmer's wife who paused outside of an ice-cream booth at the county fair one blazing hot day in the late summer. A hot, brooding haze swept the landscape, and she was thirsting for a cool plate of ice-cream, but she could not have one until she located her husband, who was talking with a group of other farmers. She sidled up to him timidly and, finally attracting his attention, said: "Will you please give me fifteen cents, John, so that I may buy a plate of ice-cream?" And John, frowning, counted out exactly fifteen cents into the calloused palm of his wife's hand.

Yet she had worked as hard as he had, she had put in longer days and fuller hours than he—but the pocket-book was always John's!

Added burdens have been placed upon the shoulders of the farmer's wife by the scarcity of farm labor that prevails at present, for now, in many cases, she is trying as best she can to take up the quondam "hired man's" discarded tools and help her husband at his own job. We read:

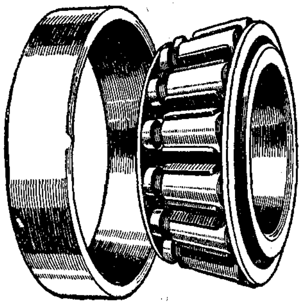
Women are driving great teams on the New Hampshire roads; one of them, a gray-haired woman old enough to be a grandmother, drew into the ditch to let the car go by. Another paused atop her step-ladder, where she was calmly putting on her screens, to gaze at the approaching vehicle.

TIMKEN

TAPERED ROLLER BEARINGS

GO!

At Points of Hard Service



Timken Tapered Roller Bearings are used in the great majority of motor vehicles at points of hard service:

- Transmission
- Pinion Shaft
- Front Wheels
- Differential
- Rear Wheels
- Steering Knuckle
- Rear Axle Gears—Worm Gear, Internal Gear, Bevel, and Double Reduction.

This leadership is established on the tapered principle of design, quality of manufacture, performance on the road, and service to the automotive industry.

In goes your clutch! The full power of your engine leaps into action! Tremendous shock load attacks every bearing along the entire power transmission line! And at the differential, the power is forced to ***turn a corner*** on its way to the rear wheels.

But Timkens are on the job! But no combination of radial and thrust load can feaze Timken Tapered Rollers. They outlast the longest-lived truck ever built. And if wear ever does take place, easy take-up makes 'em good as new. Timkens stay on the job.

THE TIMKEN ROLLER BEARING COMPANY
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Complete Bearings Plants at Canton, O.; Columbus, O.; Birmingham, Eng.; Paris, France. General Offices, Steel, Rolling and Tube Mills, Canton, O.

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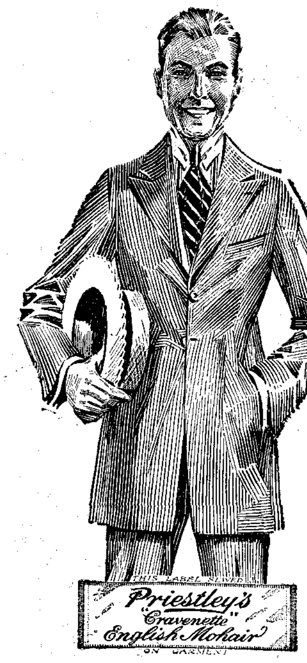

THERE'S COOL COMFORT *and* ECONOMY *in* WEARING SUITS made from

Priestley's "Cravenette" English MOHAIR
REG. U.S. PAT. OFF.

Young men enjoy a world of comfort and satisfaction in PRIESTLEY'S MOHAIR during the hot days of summer.

FULL *of* WEAR
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Durable as a Worsted.
Dignified in appearance.
Shape-retaining.
Seldom need pressing.
No laundering.

Look for the PRIESTLEY LABEL sewed inside the coat. It identifies the fabric—guarantees its genuineness.

FOR SALE BY LEADING CLOTHIERS
AND MERCHANT TAILORS

PERSONAL GLIMPSES
Continued

Still others—Polish women these—were working in the fields, as their husbands worked, directly in the soil.

Where have the men gone who were on the New England farms?

Pointing to the highway, the New England mother will answer tersely, "To the roads." And then you remember that the Government has made great appropriations for new roads and—if you have driven through the back roads—you will appreciate that fact.

On the highways, then, you find the farmers. Why not? A rugged, grizzled veteran of half a century or more of crops talked to me as I waited for the road-scraper to turn. "Me'n' my boy are getting fifteen dollars for our work with our team of horses," he said. "Why shouldn't we work on the road? We have a farm—yes, and I planted just one-half acre of it this year! I can take care of that and do this job, too. That'll take care of our table, and that's all I'm going to do this year.

"When me'n' the boy were milking fifteen cows a day, when mother was caring for the milk, and we were working fifteen hours a day, we were lucky if we cleared up twelve dollars a week between us. This job pays fifteen dollars a day—and we work nine hours. Plenty time after that for gardening for a man that has always worked his fifteen hours a day on his farm. Who wouldn't do it, as things are to-day?"

In another locality the farmers are all working on the road for $4 and $4.50 a day. And the farm mother, with a vision of more comfort and luxury than she had dreamed of, tends her garden and her chickens, doing as much as she can of the men's work alone at home.

Altogether, tho, the New England farmer and the New England farmer's wife are in a bad way. They are weary, weary of constant effort and lack of cooperation. And out of that weariness has come an apathy that says as plain as words: "We'll raise enough for ourselves now, and you can take care of yourself. We've done the best that we can. We can not do any more."

Miss Ellam's discussion of the strenuousness of the life of the farmer's wife and its increased responsibilities since the decrease of help on the farm leads her to reflect upon the results of the impairment of production brought about by that scarcity, in which connection she quotes Professor J. W. Sanborn, an agriculturist familiar with both the theoretical and the practical sides of farming. He says:

"Instead of producing we are buying to-day from those foreign markets that are coming to our doors. What is to be the result?

"As I see it, it means one of two things. It means that the time is coming when the farmer must have the short hours and the long pay-envelop to compete with city labor, and that the city people will pay higher than they ever paid before for food-stuffs for the next two years. It means either that or cheaper shipping-rates and a more liberal patronage of the European markets. If you do that you eliminate your farmer, you drive him out of business, and you abolish one of the finest and oldest institutions of your democracy!

"I say these are alternatives, but I do not believe that the world will actually come to that pass. Lower wages, forced down by European labor, will solve the situation in time, I believe, and make it possible for the farmer to secure the labor that he must have if he is to do business on the scale that the world needs. All of that takes time. The farmer has been decreasing his production year by year. If this situation maintains he will continue to decrease it, year by year. But in either case it will take time for him to get it back again.

"The only farmer who can get by to-day is the man who works his farm alone, with his wife and his family. He can raise enough to eat and take care of himself."

"Why, then, does the farmer stay on the farm?" was asked.

"Because it is the only independent life in the world," was the prompt reply. "The farmer, as a boy, is trained to constructive thinking and planning.

"Take my Ann Arbor friend, down here. Where else could he live the independent life that he lives on his farm? If he worked in the city, standing behind a counter in a store perhaps, he would be only one cog in a big machine, only one spoke in the wheel, not even allowed to think for himself perhaps. On his farm, when he gets up in the morning he has to plan his day, and he has to plan the details of a very intricate, subtle business, for that is what farming is, when it is carried out as it should be.

"The young woman is beginning to see the possibility of the farm and the advantages of farm life, where her brother failed to see it as yet. She is beginning to realize that it is the only safe place to live and to raise a family, and she is beginning to be more contented with the farm and with farm life. Of course, with some of us, our farms are held, and always will be, for sentimental reasons.

"There are statistics to prove the value of the farm," continued the speaker. "Our birth-rate is not high in New Hampshire, but we have absolutely no infant mortality. No one ever dies under twenty-one, and no old people die under seventy-five. So there are compensations."

The gravity of the situation is put into forceful words by Leslie R. Smith, master of the State grange of Massachusetts:

"The farmer worked himself to death during the war, because it was his patriotic duty. His wife worked in the fields, his daughters drove the hay-rake and the cultivator, and they all did it cheerfully and well, because it was for their country and it was one way that they could help. And the farmer believed then that when the war was over conditions would return to normal, and he could secure the help that he needed on his farm. The war is over, but the help is not to be had, and the farmer is weary and overburdened. He does not intend that his women shall work as they did before, nor will he work himself that way any longer.

"The point that every one forgets, when it comes to the question of production or non-production, is that no country can live without its agriculture. The most successful nations in the world are those that are rich in their agricultural facilities. Cities have fallen and countries gone to ruin before now when agriculture failed. What will happen if the man who has high wages in his pockets goes to market to purchase food and finds no food there? He can't eat the money; it will do neither him nor his family any good that way.

Believing the public will welcome detailed information about the LaFayette, we print a summary from a review of this car written by an eminent technical critic and published in a leading automotive journal.

The observing eye reads in the mechanism of the LAFAYETTE many evidences of the influence of the marked engineering development during the past five years.—I cite examples which are typical:

a A very simple eight-cylinder engine, notable for its clean design, unusual accessibility and reduction in number of parts.

b The general use of alloy steel forgings instead of the conventional malleable iron casting.

c The achievement of lightness by the introduction of hollow alloy steel shafts to replace solid shafts.

d The incorporation of new aluminum alloys.

e The elimination of all driving gears in the engine with the exception of two small gears which operate the distributor.

f The enclosure of all moving parts for protection against dust and oil, this construction applying to the entire cycle of movements from the engine to the rear axle.

g Use of straight rods: not one bent rod in the entire car.

h Power travels in a straight line from engine to rear axle.

i Lubrication has been greatly simplified and the number of lubrication points reduced.

j The use of ball and socket self-adjusting joints on control rods.

Among the following points of design will be recognized many features which have originated and are exclusive with the LAFAYETTE, several of them valuable contributions to the science of automotive engineering.

a A hollow crankshaft of large diameter with five bearings—a bearing on each side of each crank, one factor which makes possible extremely high speeds and increases life.

b A hollow crankshaft with sixteen cams, one for each valve.

c The lubrication of camshaft bearings by oil under pressure.

d Valve tappets operate directly on cams without rocker arms, and necessary angle of valves brings the valve ports closer to center of combustion space, thus increasing thermal and valve efficiency at all speeds.

e Front end chains adjustable from outside of crankcase—a patented device.

f Advanced type of manifolding. Exhaust manifolds cast integrally with cylinder blocks. Exhaust gases led away from lower side of each block by single connection.

g LaFayette patented dual-action water pump direct-driven from the crankshaft, eliminating all gears and their attendant auxiliaries.

h Thermostatically controlled air circulation keeps engine cool for quietness, while exhaust-heated intake ensures proper vaporization of fuel.

i Vertical radiator shutters thermostatically controlled.

j LaFayette patented compensated fan drive, without lubrication.

k LaFayette patented device for removing water and sediment from oil, without removing oil pan or draining oil supply.

l Pressure relief valve integral with oil pump, circulating only oil actually used in lubrication, thus adding to life of oil supply.

m Oil which passes through large, hollow crankshaft tends to cool connecting rod bearings as well as lubricate them.

n Front axle of reversed Elliott type.

o Torque tube which relieves rear springs of every duty except springing car and prevents chattering of brakes.

p No slotted links in brake control rods.

q Rear spring shackles always in tension, which tends to eliminate rattle.

r Pinion and sector type of brake equalizing differential. Dust-proof, fool-proof construction—a positive mechanical device ensuring uniform reliability of brake equalization; prevents skidding.

s Speedometer drive enclosed in transmission.

THE dignity of the LaFayette in its physical aspect and the brilliancy of performance, consequent upon the excellence of its engineering, have given it rank among the finest motor cars of the world.

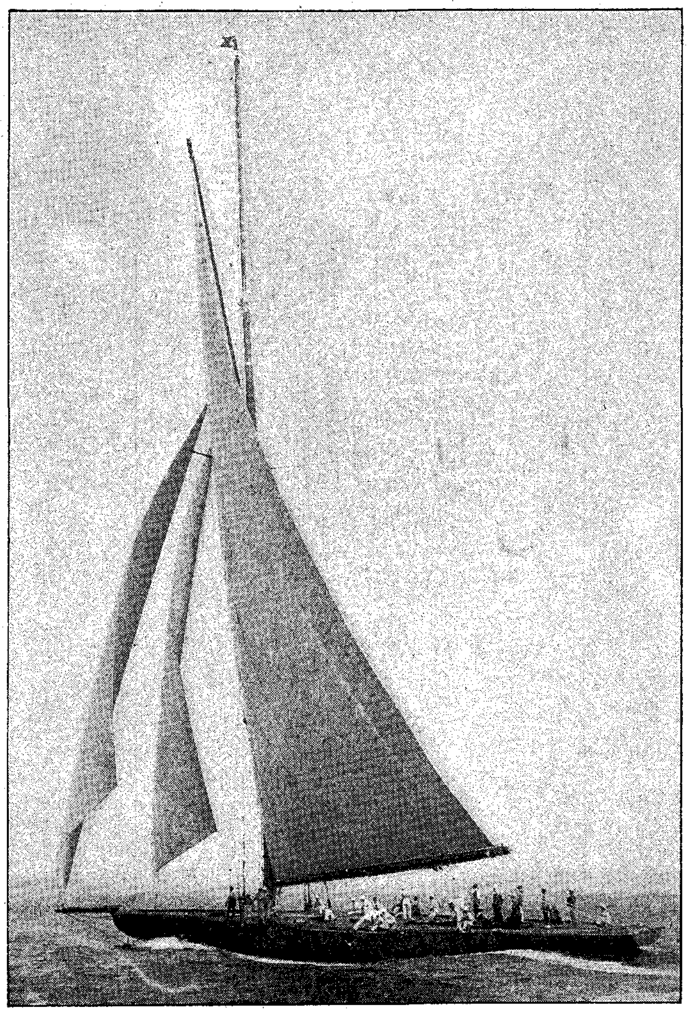
LaFAYETTE MOTORS COMPANY at *Mars Hill* Indianapolis

LAFAYETTE

SPORTS-AND-ATHLETICS

THE "AMERICA'S" CUP AGAIN IN PERIL

ON A CERTAIN DAY soon the midsummer sun will beat down on the flashing whiteness of two huge spreads of canvas and two yachts, off Sandy Hook, each bearing the honor of its country, in a race for the most ancient of international trophies—the *America's* cup. It will be the thirteenth contest between America and England for the possession of this trophy, which for sixty-nine years has remained here. It will be the fourth event of the kind in which Sir Thomas Lipton appears as a challenger in an effort to restore the cup to the English. Three times before his boats have gone down to defeat before American boat-building superiority or skill in sailing. But the doughty challenger has not been discouraged. It seems that almost as soon as he has lost a race he has begun to lay plans for another. The contest that was to have taken place as a result of his challenge in 1914 came to naught because of the war. His request for a race in 1919 was refused, but he issued another challenge early in the present year, which was accepted, and he is on hand now apparently as confident of success with his *Shamrock IV* as if he had never suffered a defeat in his life. "I've had many a try and many a defeat, but this time I think I have got them," he is reported to have said in a recent interview in London; and a few days ago when he arrived in New York, smiling and hearty, in spite of his seventy years, he replied to a question as to his chances of winning, "I think I have a good chance if she will hold together." Just how anxious the veteran sportsman is to win this cup is indicated by the statement, credited to him, "I'd give my last shilling to win the *America's* cup." Seventeen years have elapsed since the last cup series was held. It is for this reason, among others, that the event this year is attracting so much interest on both sides of the water, and especially in America. The number of yachting enthusiasts who have taken an interest in former races has been augmented since the last series by many who were too young to appreciate the significance of the cup contest in 1903. "For such as these," writes Lawrence Perry in the New York *Evening Post*, "it might be said that of all events the series for the blue ribbon of the seas contains more of the elements of real romance than anything in the world's calendar of sport." Mr. Perry continues:



THE CHALLENGER.

The *Shamrock IV* is the largest boat ever sent here in quest of the *America's* cup. Though somewhat freakishly built, she can go like a torpedo-boat, and is regarded as an extremely dangerous opponent.

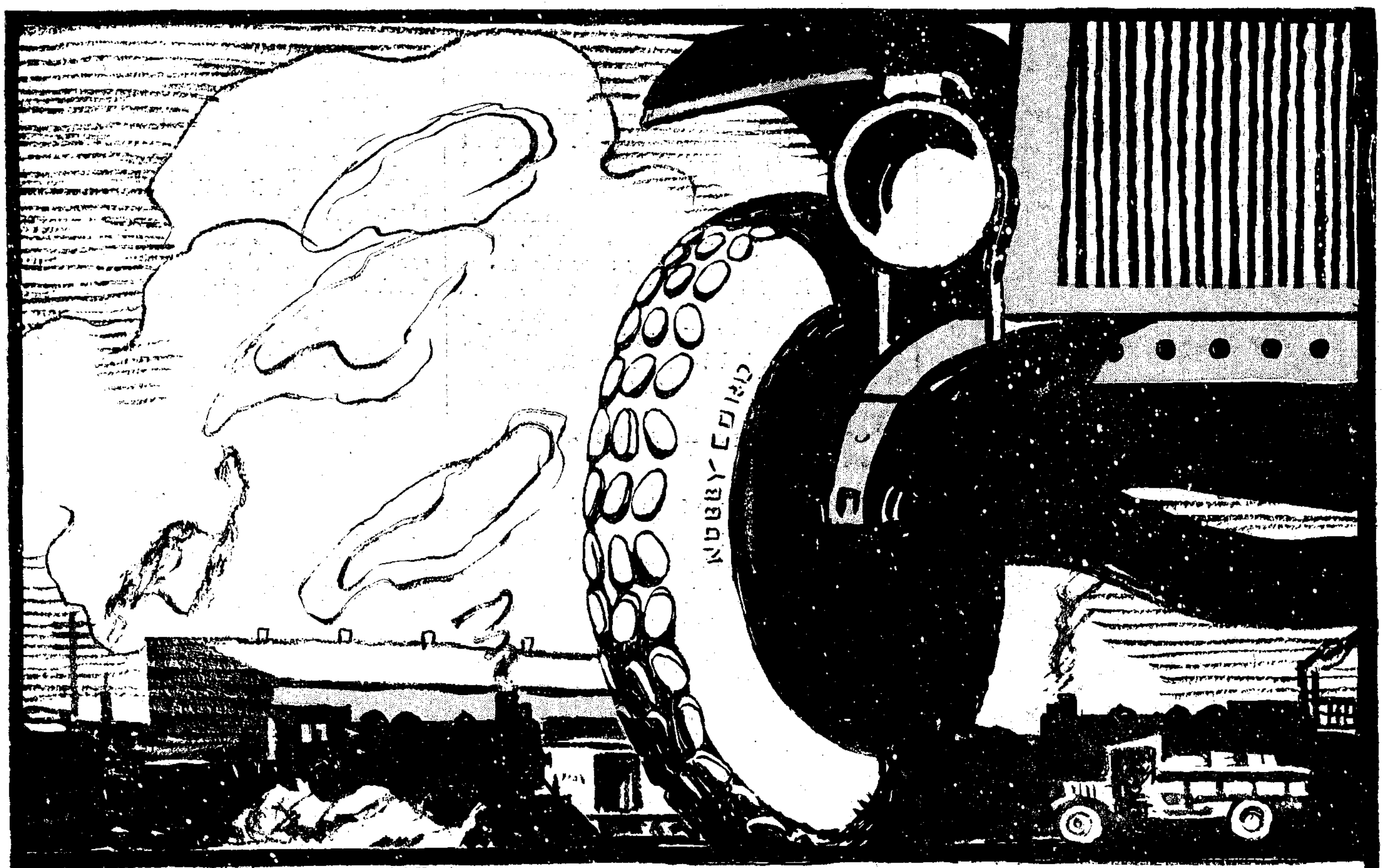
Primarily there are the lure of the sea and the luster of sea-born tradition. Since man first went on the water in hollowed logs the matter of relative speed has ever been a vital issue. And so it has come down to us with appeal undiminished and thrill unmitigated. Traditions of the *America's* cup-races people the ocean off Sandy Hook with thousands of ardent enthusiasts loading yachts, tugs, and excursion steamers to the guards—an armada so great that often enough the free movement of the racing craft has known interference. This year will see the same scene—albeit perhaps on a reduced scale, since the government restrictions as to the number of passengers a vessel may carry may deter not a few excursion-promoters from chartering craft to follow the racing yachts.

In any event there is certain to be such a foregathering of craft of all sorts as Sandy Hook has not witnessed since 1903. And to keep them from encroaching upon the course, the Government, as usual, will dispatch revenue cutters and destroyers in sufficient numbers. The defending yacht and attending craft will go down to the Hook, anchoring in the Horse Shoe several days before the day set for the first race and will indulge in spins designed to provide the final test to mast, spar, and rigging. *Shamrock IV* will also make her anchorage in the Horse Shoe between trials outside. It is not at all unlikely that the two rivals will pass each other often enough, with the usual dipping of flags and other manifestations of maritime courtesy.

On the day of the race—the series is to be three out of five—the rival sloops will proceed out to a mark laid between the stern of the yacht which is to serve as the race-committee boat and the Ambrose Lightship. The first race, in pursuance of tradition, will be a beat into the wind of fifteen miles and a run before the wind of fifteen miles to the starting-point. The race committee, having studied weather conditions, direction of the wind, etc., will set signals announcing the course, and forthwith Captain Blix, the New York Yacht Club's racing superintendent, will set forth in a swift craft to lay the marks, as indicated by signal-flags flown from the race-committee's boat.

Some fifteen minutes before the time set for the start a whistle blast will be blown—the preparatory signal. Ten minutes later will come the warning signal, and then in five minutes will come the signal for the yachts to cross the line.

In the meantime the racers will have been jockeying for the advantage of the start, which under certain conditions, especially in the start to windward, means a great deal. This is always one of the most interesting and thrilling parts of the contests. Like great gulls the yachts swoop across the bounding waters, luffing, jibing, tacking—always with an eye to gaining the advantage. Time and again the racers come dangerously close,



WHAT *IS* A PNEUMATIC TRUCK TIRE

WHEN the first pneumatic *truck* tires the world had ever seen appeared on the streets of Detroit in July, 1911, people called them "balloons."

The idea of putting a heavy truck on air was so far in advance of anything the automobile world had yet thought of that it took time for people to grasp it.

Even today there is still a confusion in some people's minds as to exactly what constitutes a pneumatic *truck* tire.

* * *

Before it produced the *first pneumatic truck tires ever made,* the United States Rubber Company knew that an overgrown passenger car tire would never solve the truck owner's tire problem.

What it started with was an idea—the idea of creating an entirely *new kind of a tire*—a *truck* pneumatic—designed to meet *trucking* conditions and not merely market conditions.

* * *

The U. S. Nobby Cord of today is the *pioneer pneumatic truck tire*—lineal descendant of the first of its kind—brought out by the United States Rubber Company in 1911, after *two years* spent in developing it.

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SPORTS AND ATHLETICS
Continued

sweeping away at the moment when every observer is holding his breath. Then at length the starting signals: the yachts turn to cross the line in order as success in the preliminary jockeying has determined. A great chorus of whistle-blasts goes up. The excursion fleet goes kiting over the ocean in pursuit of the racers, while the government craft, dashing here, there, everywhere, keep them in the way they should go.

With the wind breezing on throughout the thirty-mile course there comes to observers a constant succession of brave impressions, impressions that one remembers forever.

The first cup race took place in England some sixty-nine years ago and was won by the schooner *America*—whence the term "the *America's* cup." A brief account of that event and the boat that came off with the honors is given by Edwin A. Goewey in *Leslie's Weekly* (New York):

'Tis early summer in the year 1851—June 21, to be exact. The day is fair and the skies are blue, and out from Sandy Hook into the sun-kissed waters of the broad Atlantic sails the good old schooner *America*, under command of "Old Dick" Brown, among the most famous pilots of the day, and with Commodore John C. Stevens, representing the New York Yacht Club, aboard. There is some ceremony attendant upon the departure of the craft which is to put to the test the sailing prowess of the best English boats, but probably none who bids *bon voyage* to the sturdy and ambitious American sailormen even dreams that within a few weeks their accomplishments will be such that their influence will affect international yacht racing for considerably more than half a century.

Twenty days after her departure from Sandy Hook the *America* reaches Havre, where she is refitted, and then proceeds to Cowes, arriving there on August 1.

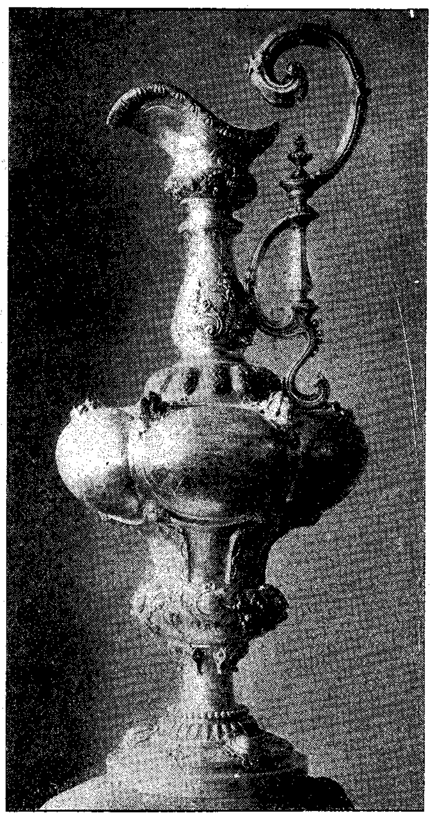
The English cutter *Laverock*, one of the best boats of the Royal Yacht Squadron, comes out to meet the visitor from the United States, but in beating back to port is so badly worsted that the entire English yachting world is amazed and shocked. The result of this single showing of the American craft is that Commodore Stevens can, for a few weeks, obtain no matches. On August 21, however, he is afforded an opporutnity to demonstrate the real class of the *America* upon the occasion of the English squadron's open regatta.

The course is around the Isle of Wight, and when the first leg is run the *America* shows her heels in these twelve miles to everything in the fleet except four, and these, by keeping close together, keep her from passing. But as the flying craft come on the wind at the Nab Lightship, the Yankee entry soon leaves them astern. The result of the race is graphically described in a brief conversation which is destined to become a classic in yachting history. The Queen, who awaits eagerly for news of the match, learns that the *America* has triumphed. Her next inquiry is for the name of the boat which finished second.

"Alas, your Majesty," replies the attendant, "there is no second."

Thus the *America* won the celebrated trophy, a cup which originally cost but fifty guineas, but which to Americans long has been of priceless value. It was not the Queen's Cup, however, as it often has been erroneously called. It was a cup offered by the Royal Yacht Squadron for that particular race. But the trophy was as splendidly won as if it had been the Queen's Cup, and the laudable efforts of the English to regain it indicate the value they place upon it.

The *America's* Cup was formally presented to the New York Yacht Club in 1857, and it was accompanied by a deed of gift prescribing the terms and conditions under which English challengers could compete for it. Yacht racing really was in its infancy in 1851, when the *America* was sent to England. There were many more yachts in England than in the United States, the Royal Yacht Squadron being an established institution; but the racing game was on a comparatively low plane on both sides of the Atlantic, and international contests were entirely new.

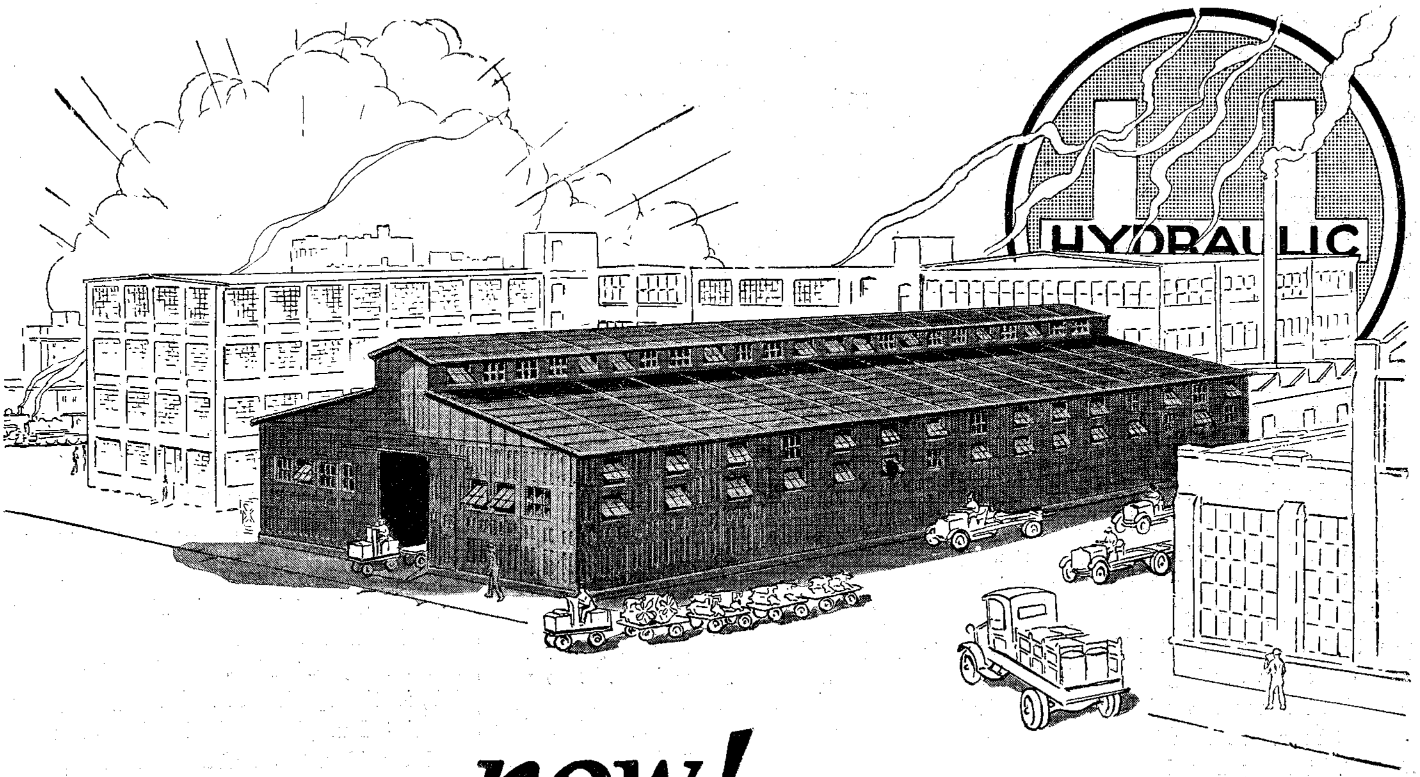


THE *AMERICA'S* CUP.

The trophy which American yachtsmen have held for nearly sixty-nine years, and which Sir Thomas Lipton hopes to take back to England this summer.

The *America* was modeled and built by George Steers, a clever young designer of that day, for a syndicate composed of Commodore Stevens, his brother, Edwin A. Stevens, George L. Schuyler, Col. James A. Hamilton, J. Beekman Finley, and Hamilton Wilkes, all members of the New York Yacht Club, then less than seven years old. The principal incentive for sending the *America* abroad was that its owners wished the United States to do something which would attract attention in England while the World's Fair was being held in London in 1851.

Built to represent this country abroad, the Steers boat was appropriately named the *America*. However, at first she appeared to be a dismal failure as a racer, and in the trials was most decisively beaten by the *Maria*. The test, tho, hardly was a fair one, for the great sloop with her enormous mainsail should have been expected to beat the schooner with her wind-



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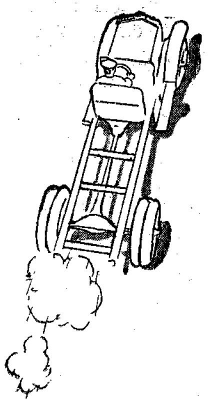

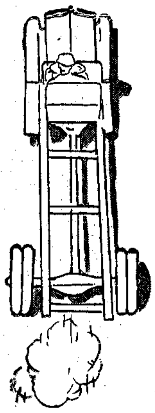

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SPORTS AND ATHLETICS
Continued

ward driving power divided into two sails. Such details, however, were not seen so clearly in those days, and for a time the racing future of the *America* hung in the balance. After a time a compromise was effected and, fortunately for her backers and American yachting, the challenger was sent abroad to win everlasting glory.

After something more than eighteen years the English yachtsmen concluded to try to regain the trophy. James Ashbury challenged for his schooner *Cambria*. The race took place in 1870 with the *Cambria* pitted against the twenty-three schooners of the New York Yacht Club. The American schooner *Magic* won, the *Cambria* coming in eighth. Races, all won by the Americans, took place intermittently from that time on until 1893, when the Dunraven series was begun, the challenger being Lord Dunraven with *Valkyrie II*. The first race was won by the American *Vigilant*. Two years later Lord Dunraven tried again with *Valkyrie III*, but was defeated in the first test by the *Defender*, and in the second match was ruled out on account of a foul. Sir Thomas Lipton appeared as a challenger in 1899. We read then:

> The first of Lipton's challengers was the *Shamrock*, but the *Columbia* defeated her in the match by winning three straight without extreme exertion. In 1901 Sir Thomas came again with the *Shamrock II*, and again was beaten in three straight races by the same old *Columbia*.
>
> Two years later he brought to American waters the *Shamrock III*, but the *Reliance* proved her superiority easily, and the *America's* cup remained undisturbed. The fact that all of the yachts used by Lipton were mere racing machines finally brought about a reaction in favor of a more serviceable type of boat, and by mutual agreement the *Shamrock IV* was built on entirely new lines. On this side of the water the *Resolute* and *Vanitie*, the principal candidates for the honor of defending the cup, were built to correspond.
>
> However, three successive defeats appeared to check the ambitions of Sir Thomas, and he remained passive for ten years. Then he suddenly challenged again, and mutually satisfactory terms soon were agreed upon. On July 18, 1914, the newest *Shamrock* set sail to cross the ocean, convoyed by Lipton's famous steam-yacht *Erin*, later torpedoed in the Mediterranean. The challenger reached the Azores in ten days and reached these shores safely August 10. The race was to take place in September, as it was at first thought that the beginning of the war would bring about only a brief postponement, but the continuation of hostilities made it imperative to put the match aside to be settled in the indefinite future.

A set of somewhat complicated rules govern yacht racing. Among other things, there is always a question of time allowance where designers do not build under the same classification. In Mr. Perry's article in *The Post* we are told that the system of time allowance in vogue between 1885 and 1903 encouraged yachtsmen to build freak boats in which what he calls "wholesomeness" of design was sacrificed to attain speed. He goes on to explain:

> To be specific, the time allowance which cup yachts—any racing yachts, in fact—gave to smaller craft was based on water-line length and sail area. In the case of boats built to sail in *America's* cup races designers thereof were restricted to a water-line length not to exceed ninety feet. Provided a designer observed this stipulation, he could make his hull as broad and as deep as he wished, and above could arrange for any expanse of sail he saw fit.
>
> The result was a very pronounced tendency toward extreme types of racing-boats, craft characterized by wide beam and length on deck, extensive draft, and an enormous spread of sail. *Reliance* was the last word in sloops of the sort. There never was such a cleverly designed racing-machine. With a water-line length of 89 feet 8 inches, her length on deck was 145 feet, her beam (breadth) 27 feet, and her draft about twenty feet. The hull was quite flat and her bilges hard. She was not a scow, but she approximated the scow type. She cost at least $175,000 to build; to handle her in a race a crew of half a hundred men was required, and she was useless for anything save racing.
>
> In the years following the series in which *Reliance* participated—1903—there came a strong reaction among American yachtsmen for racing rules with respect to time allowance which would produce a saner boat. It will have been noted that the old rule under which *Reliance* and other cup yachts were built—water-line length and sail area—produced a racer of small displacement compared to the area of sail; in other words, a freakish boat. The new rule—under provisions of which the 1920 cup races will be measured—favors displacement and produces a boat with fuller and deeper underwater body (more of a hull) and sharp ends, as compared to the full overhanging ends of the older type. For one thing a boat such as *Reliance* carried nearly seventeen thousand square feet of sail, as against sail spreads of from nine thousand to eleven thousand square feet in cup-racers of the older type. She could not have carried so much sail under the present rule without yielding a prohibitive time allowance to a more conservative rival.

Sir Thomas's yacht, the *Shamrock IV*, is said to be a wonderful boat. Altho she had been laid up in a South Brooklyn shipyard for more than five years, ever since coming here in 1914, she was found in excellent shape when the work of refitting began. Her 110-foot mahogany hull had not deteriorated, her aluminum frames were in perfect condition, and the same sails with which she started out will be used this summer. It is said that she is not what may be termed "wholesome," however, being, in the words of Mr. Perry, "as much of a racing craft as her designer dared to lay down in view of the rules upon which time allowance will be based." He gives the following description:

> Her construction in many respects intrigues one's interest. The scow suggestion of her hull is not to be overlooked. The keel is of extra length; it suggests a fence built along the bottom of the sloop. The stern is low and flat to the water. The floor of the hull is flat, the bilges hard. On the water she sits flat as a frog. It is interesting to note that she is the first challenger ever built to carry a center-board. No one really knows, but experts estimate that *Shamrock* will carry at least eleven thousand square feet of sail. If she isn't a freak she has all the appearances of one. Nicholson, the designer, has spoken of her as the "glorious adventure." She looks to be all of that. Tests on the other side have established the fact that she can go to windward like a torpedo-boat, and that in a strong wind she is furiously swift. All in all, one gets the impression that she is an extremely dangerous craft, one more likely to gratify Lipton's long-cherished hopes of winning the cup than any craft he ever brought to this country.

LITTLE TRIFLES THAT MAKE THE UMPIRE'S JOB ENDURABLE

A SENSE of humor is what saves the baseball umpire from suffering serious damage at his somewhat thankless job, in the opinion of Bob Hart, recently appointed umpire of the National League and considered the ablest arbiter in the American Association. Of course, his chest-protector and his mask and shin-guards help against assaults from without, but these safeguards afford no protection against the pressure imposed on the umpire's nervous system by the nagging and fretting of unreasonable players and the jibes and taunts of equally unreasonable fans. If the umpire took seriously every thrust made at him by player and fan, both intent on making him a public goat, his emotions would strangle him, or, if he made a desperate effort to free himself from the oppressive surge, he would in all likelihood "blow up," like an overcharged boiler. Such a calamity is averted, however, by his saving sense of humor, which acts as a safety-valve. We are told that Umpire Hart carries a little note-book around with him and when a fan or player springs anything worth while he jots it down. We learn further that when, in the drab, drear days of winter the umpire feels in need of a tonic he reads this book and is much refreshed thereby. Occasionally a few of the best-known umpires in the country get together for a little jollification at which Hart always regales the company with a few of the latest and choicest additions to his book. Some time ago he related some of these odd experiences to Bruce Dudley, who reproduces them in *The Baseball Magazine* (New York) as follows:

> Hart thinks that Bill Byron's story of his run-in with Snodgrass and McGraw not so very long ago is one of the best. Here's the yarn as Byron tells it:
>
> "The game was played in New York on a very hot day and Snodgrass was not in good humor. I called a third strike on him and he boiled over.
>
> "'You're a blankety blank blank,' he said to me.
>
> "'You'll find the clubhouse in the same old spot,' I said to him. He hung around the plate and McGraw came running up.

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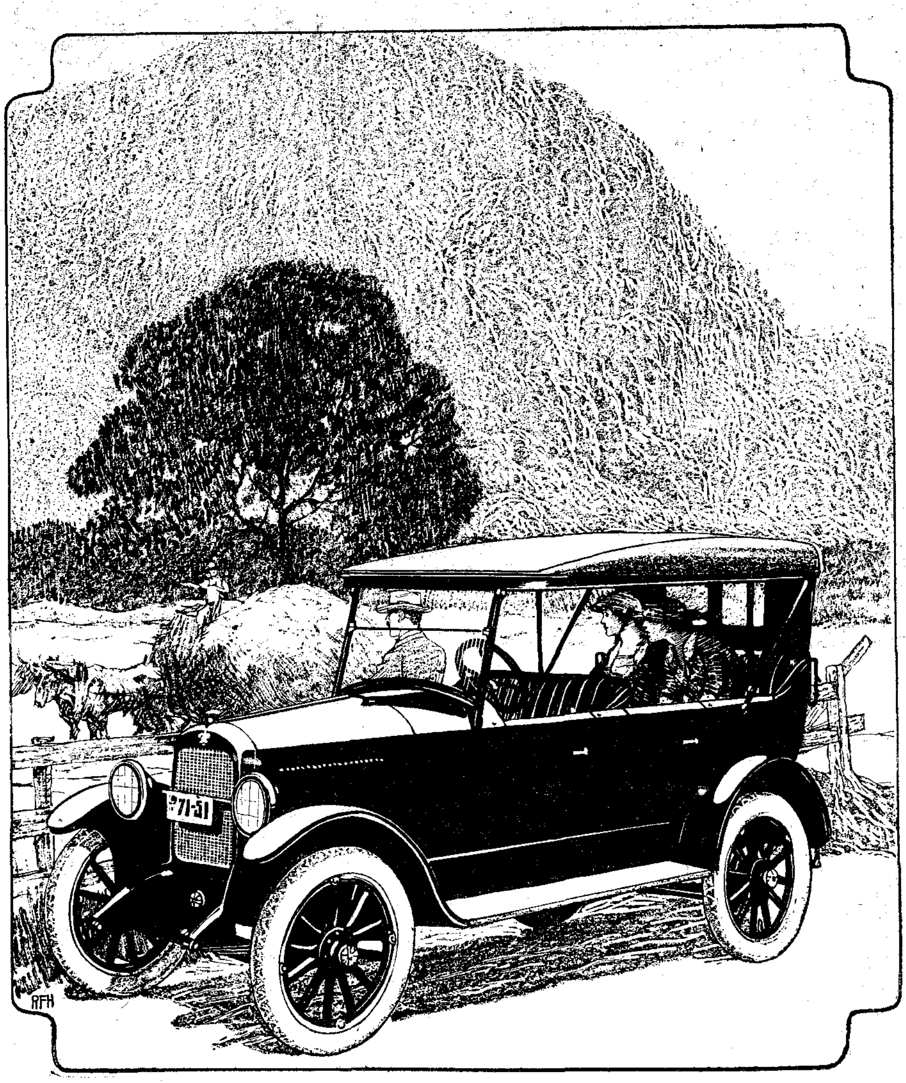

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SPORTS AND ATHLETICS
Continued

"'What's the matter, Mr. Byron?' he asked.

"'Snodgrass is out of the game,' I informed him.

"'Why?' he inquired.

"'He used foul words to me.'

"'What did he say?'

"'He said I was a "blankety blank blank."

"'Well, I think he's right about it,' asserted McGraw.

"'Then Snodgrass will have company to the clubhouse,' I promised.

"They mouthed around, showing no inclination to be on their way and I pulled out my watch. As you know I lost half of my forefinger on the right hand years ago, and when I placed the finger in my pocket to jerk the watch on them, Snodgrass exclaimed, 'Oh, look at his finger! It's wore out from pulling his Ingersoll on New York players!'

"'Naw, that's not it,' denied McGraw, 'he left the other half in some one else's pocket!'"

Hart worked in the International League under Byron and followed him into Rochester one day.

"One of the Rochester players met me at the plate," says Hart, "and greeted me with that old line about being glad to see me instead of Byron because he and Bill had argued the day before. The seventh inning rolled around and this player came up with the bases full. The count worked to three and two.

"'I was in this same box yesterday,' he said, 'when Bill and I had that argument. I asked him like a gentleman to look the next one over carefully, and he responded rudely by telling me to look it over carefully my own self, that he wasn't the one who had to hit it.'"

A friend of Hart worked a series in the South one spring and lorded it over some pesky players for about three miles.

"He had one particularly bad day," relates Hart, "and had to take the same train as the players that night for the next town. When the pastimers unloaded, a negro porter shouted, 'Empiah, sah? Empiah?' and the umpire nodded and the porter took his grip and told him to get into the cab.

"'The players down this way may be unreasonable, but the magnates sure treat an umpire great,' mused my friend as he climbed into the vehicle. He rode past the players who were walking to their hotel and took advantage of the gladsome moment to give them the laugh. After riding about three miles and getting farther and farther from the bright lights, it occurred to him that he'd better ask just where the darky was taking him. Perhaps some wealthy baseball fan was going to entertain him for the night.

"'Where are we headed for, Rastus?' he asked.

"'This heah bus doan go but one place, sah, over to Empiah, sah, the next town.'

"'Gosh! I thought this was the cab for the umpire!' explained my friend, who scrambled out of there and hoofed it back to town, but the worst part of the whole thing was that the players got wind of the 'fox pass.'"

Hart says the most pleasant year of his baseball career was 1914, when he was teamed with Hugh Rorty in the International League. Rorty, declares Hart, was the master of plays, players, and fans at all times.

SPORTS AND ATHLETICS
Continued

"Rorty is one umpire who never lost an argument," he vouches. "At Baltimore, one day, a fan kept up a continual yell of 'Rorty, you're rotten! Rorty, you're rotten!' and during the game President Barrow sent us a telegram giving our next assignment. Shortly after receipt of the message Rorty walked over to the ball bag near which the troublesome fan sat, and the fan shouted, so that all could hear, 'I hope that telegram was for you to leave town!'

"'But it wasn't,' shot back Rorty, 'it was a petition signed by all the smart people in the stands requesting me to ask you to quit braying.'

"Rorty was umpiring at Lynn one day when it became so foggy toward the end of the contest that Bill Luby, then manager of the Haverhill club, ran in from right field and implored Rorty to call the game because it was so dark outfielders couldn't see the batters. Rorty called time, borrowed a glove, went to right field and had Luby hit him three fly-balls. He caught all three of them and made the teams play the full nine innings."

Hart says the umpires have thought up a cutting remark to use to a certain sport writer who resorts to the head-line, "Robbed by the umpire" almost every time the team representing his town loses. "The plan is this," explains Hart, "two umpires are going to wait until there's a big Sunday or holiday crowd at this fellow's park and then they are going to play sick—ptomaine poisoning or sunstroke or something—and then they with the managers of the contending teams are going to meet the sport writer as he comes through the gates and beseech him to umpire. He'll say, 'Why I haven't had much experience as an umpire, but rather than see the club lose the money, and if there's no one else here to officiate, I'll do the best I can'; and then the umpires are going to thank him, and when he starts on the field they're going to yell, 'What are you going on the field for? Go on upstairs! Umpire from where you have all season—up in the coop! You've been seeing 'em fine from there—haven't kicked one all year!'"

Hart gives Peck Whitlow, a Connecticut umpire, credit for slipping to a fan one of the most powerful knockout drops ever administered by an arbiter. A Dr. H—, of Meriden, Conn., was the fan.

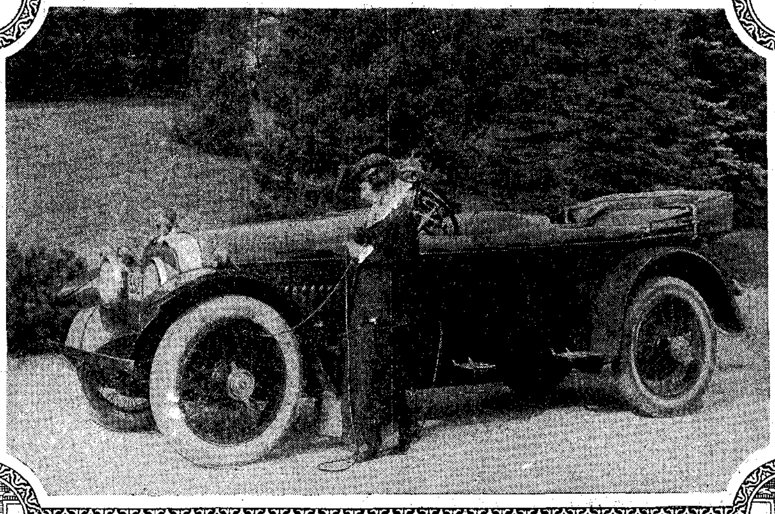
"After a very tight game one day," recites Hart, "Peck had occasion to walk by the doctor's home. The doctor, who was a most rabid fan, saw him and shouted, 'Whitlow, you made more mistakes to-day than I've made all my life.'

"'I doubt that,' retorted Peck, 'mine just show plainer than yours. I don't employ grave-diggers to keep mine covered up.'"

Among the things that have furnished the umpire much amusement are the excuses players offer when they have pulled a bonehead play. The following are examples:

Last summer two negro teams from rival army camps clashed and one of the dusky swatters propelled what apparently was a home run.

"So sure was he," says Hart, "that he'd make the circuit, he loafed coming in from third, and much to his consternation was



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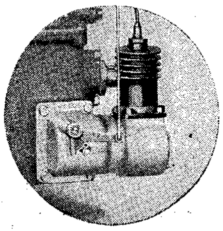

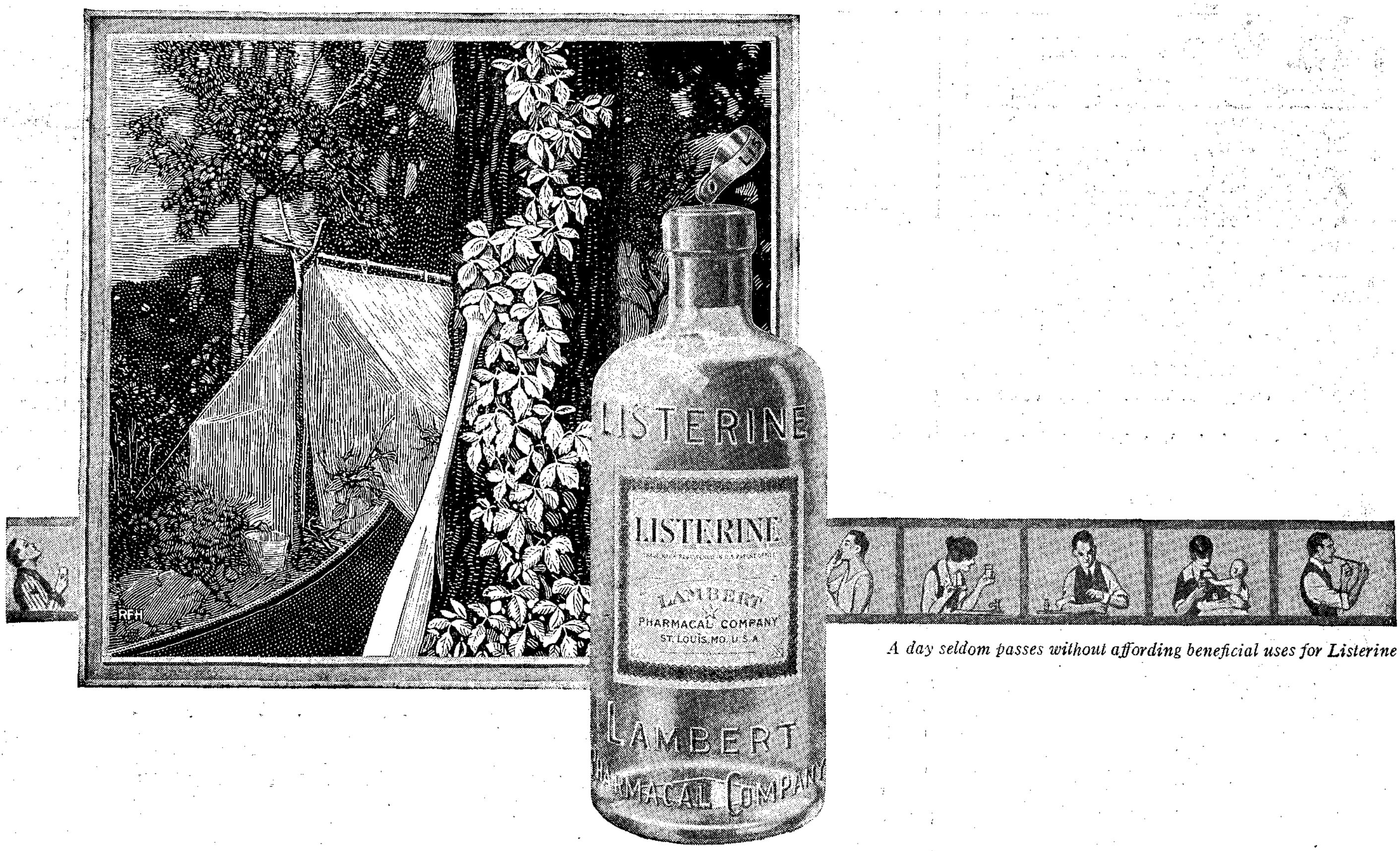

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SPORTS AND ATHLETICS
Continued

thrown out at the plate. His run would have tied the score and his mates rode him proper for getting caught.

"'It am all de fault of dese shoes, dese damn hebby ahmy shoes,' he elucidated. 'How do you all expose a niggah to split de wind wid a paih uv millstones tied to his dawgs?'

"Jayson Kirke, the Louisville colonel's hard-hitting first baseman, sprang a new alibi on Bill Clymer a couple of years ago that cut Bill's criticism short. Jay handcuffed Alec McCarthy, now manager of the Kansas City Blues, with a drive at Kansas City one day, but wandered off first and was caught flat-footed.

"'Jayson, Jayson, Jayson! Hold your head up, hold your head up, hold your head up!' raved Clymer.

"'Yes, "hold your head up," that's easy enough to say,' came back Jayson, 'but how can a man hold his head up after eating the kind of meat you've been feeding us here?'

"In a St. Paul-Minneapolis game last year one of Pongo Cantillon's swatsmith's hit a fly between left and center, and just as Elmer Miller was about to nab it, Duke Duncan crashed into him and the ball fell safe and two runs scored. When Duncan came into the bench Mike Kelley asked him why he didn't yell, 'I have it' or some other warning cry, or else have let Miller make the catch.

"'Yo-yo-yo-you know, Mi-Mi-Mi-Mike, I stu-stu-stu-stut-stut-stutter sometimes, and just when I was go-go-go-go-going to say "I ha-ha-ha-ha-has it," I couldn't get it out,' explained Duke, and Kelley had nothing further to say.

"'Bubbles' Hargrave, Kelley's stellar catcher, also has an impediment in his speech, but Bubbles says this impediment has been a great aid to him in baseball, as it has saved him from many fines and banishments.

"'Every time I get mad,' declares Bubbles, 'I get speechless, and by the time I can talk I've cooled off and lost all desire to use mean words.'"

Hart has found that all the comedy is not staged on the ball-field. Many funny things take place in the box-office.

I was at the Jersey City park one Sunday when it was just about time to open the ticket windows. The box-office was an unpretentious affair within easy access of the street. A storm was brewing and the two managers and the officials walked out on to the field to get a better view of the heavens so they could determine whether it would be advisable to start the game. One wise fellow peeped through the windows and sensed the situation. He gained admittance through a side door, went into a ticket stall, opened a window, and sold the pasteboards at a rapid clip until he heard the moguls returning. Then he slammed down the window and departed with $21.50 of the Jersey club's money.

One day at Lowell, Mass., the owner of the club forgot to give rain-checks. At the start of the fourth inning there was a cloudburst and fans flocked to the box-office for their checks. The owner was up against it. All the fans were clamoring for grand-stand coupons and he had no way of checking up on them until he hit upon the scheme of feeling their backs. If their backs were wet he gave them a bleacher check and if dry they drew a grand-stand ducat.

SPORTSMEN WARNED GAME MAY DWINDLE TO "RATS, MICE, AND SPARROWS"

"YOU can't eat your cake and have it" has never been an agreeable axiom, neither is it pleasant for the sportsman to be told that he can't slaughter game heedlessly, whether legally or illegally, and expect it to propagate in plenty for coming years. American sportsmen must face the fact, it is asserted, that they are burning their candle at both ends, and when it is gone no one will be to blame but themselves. The situation is in their control: if they wish they can place their sport on a permanent, continuing basis; and unless they do take steps to do so, there will soon be no sport for anybody, for the mammals and game-birds will be exterminated and there will remain "the mere tattered remnant of a once-glorious fauna—rats, mice, and English sparrows." This is the prediction of William T. Hornaday in a bulletin published by the Permanent Wild Life Protection Fund (New York), and tho he prefaces his statement with the humorous comment that "the raven became known as a bird of ill-omen because on a certain occasion it became his duty to act as the bearer of a disagreeable message," he accepts the onus and says candidly:

Let us look over the cards, as they lie face up on the table, and see what they reveal.

First. We see glorious Federal and State laws for the protection of the insectivorous and non-game birds, well observed in most places, but in some places shamefully abused by alien shooters. That abuse is because it is an utter impossibility for any State to put into the field enough wardens to watch every alien who goes out hunting with a license in his pocket.

Secondly. We now see game-bird hunting reduced very largely to the hunting of ducks and geese, with a very little shooting of six shore-birds, quail, and grouse.

Thirdly. We see all American quail, ruffed grouse, pinnated and sharp-tailed grouse on a steep toboggan slide going swiftly toward sure oblivion.

Fourthly. We see in the near future no wild game remaining save water-fowl, rabbits, hares, and white-tailed deer, and a trace of introduced pheasants. Any one who thinks that quail and grouse of any species whatever can, by hand-made propagation, keep the sport of shooting them on a permanent basis makes a sad mistake. It can not be done!

Fifthly. We see that the propagation of pheasants on game farms is worth while, tho it is not a great factor in the production of sport.

Sixthly. As we have all said many times, guns and gunners are increasing at an enormous rate, while many kinds of game are growing more and more scarce; and the open seasons are entirely too long.

Seventhly. We have seen that bag limits are not saving the upland game-birds, partly because there are ten times too many bags!

Eighthly. For land game we see all kinds of natural cover and food diminishing through drainage, cultivation, timber-cutting, and fires. We see the natural enemies of the game holding it at great disadvantages; and the hard winters

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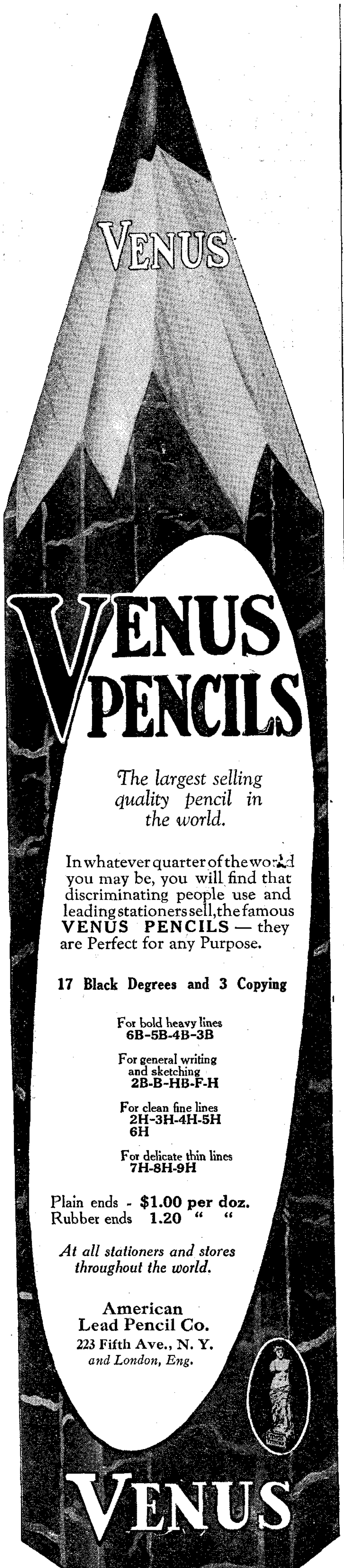

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SPORTS AND ATHLETICS
Continued

steadily are becoming harder and more destructive to feathered game.

Finally. We see that the resident hunting license fees in the various States, one and all, without a single exception, are ridiculously and absurdly below the real value of the sweeping wholesale privileges that they confer.

For the three main causes for the danger of extermination, which Dr. Hornaday summarizes as the "absurd hunting license fees," the "joke bag limits," and the "criminally long killing seasons," he considers the sportsmen themselves almost entirely to blame, for the State laws are made to suit their views, and the Federal laws are in the main reflections of demands of the great mass of sportsmen exprest in the State laws. It is not for the Federal Government to take the initiative in proposing new restrictions; the brakes must be applied from within the ranks of the hunters or they will not work. The sportsman, he says, is "up against a series of situations that he alone can mend." How shall this be done? Dr. Hornaday suggests the following measures:

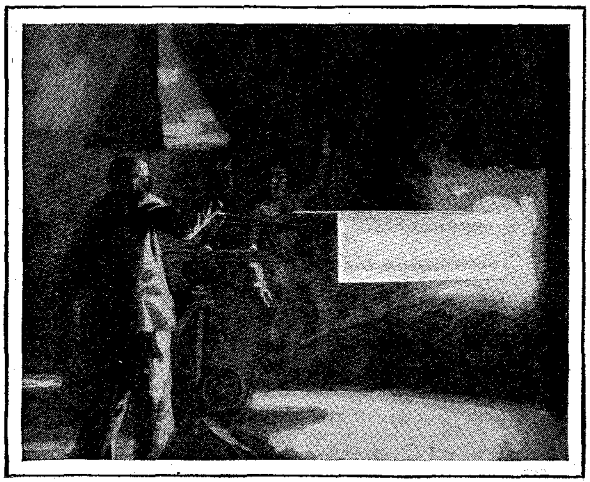
1. From this time henceforward, *all* shooting of game must be diminished at least 50 per cent.
2. This can best, most easily, and most justly be accomplished by permitting *no* man to have a license, or to go hunting, even on his own land, more often than one year out of every two years.
3. All licenses either to hunt small game or large game now should be doubled, or even trebled, in price.
4. No State that maintains deer-hunting should license any man to kill a deer for a smaller fee than five dollars.
5. A license fee should everywhere, save by *bona-fide* explorers and natives in the far north, be paid on each big-game animal killed; and of all places in which this is necessary Alaska needs it most!
6. In view of the cost to the nation of the adequate enforcement of the Federal laws for the conservation of wild life, after increasing its rates, each State henceforth should turn over to the Federal Government, for conservation purposes only, 10 per cent. of its annual receipts from hunting licenses.
7. In various States many open seasons now should be closed from two to ten years each. Full specifications would make a long chapter dealing with each of the forty-eight States. It should begin with the upland game-birds and embrace many species of birds—game and pseudo-game, many game mammals, and the fur-bearing animals of many localities. If this is not applied immediately to many fur-bearers in many places, the whole series very soon will disappear from the map of North America; and the fur dealers and trappers can take this fact or leave it.
8. In most cases the open seasons that should be left on water-fowl, shore-birds, white-tailed deer, bear, and all big game in Alaska should be reduced about 50 per cent.

If American sportsmen wish that sport in the open with the gun and rod shall sanely and sensibly be saved from extinction and established on a continuing basis, all they need to do to secure it is to ask for it in clear and decisive tones!

Rest assured that Congress and all State legislatures cheerfully will enact all the new restrictive laws that sportsmen desire to place upon themselves in the killing of game, and for the better preservation and increase of game in sanctuaries and on farms.

MEMORIES OF THE LAST OLYMPIC GAMES

ANOTHER American Expeditionary Force is soon to take ship for Europe, and is expected to return as liberally covered with glory and as widely held in renown as those contingents who a year ago looked with gladdened eyes on the shores of home. But this expeditionary force will be engaged in a less stern competition than that which ended on November 11, 1918, tho in other ways the struggle will be as hardly fought and the victories as hardly won. For this army is to be made up of athletes, of men who have transcended all others in the various contests devised for the physical improvement of man. Antwerp is the Mekka of hopeful prodigies of strength, skill, and fleetness; the Cockpit of Europe is prepared for another invasion, and for this one the Belgians hold out welcoming hands. On August 15 the main field events of the Olympic games begin, and they will continue to August 23, when the story of a rivalry which knows no allies, in which all nations are opponents, will have been told. Eight years ago, on the bloodless fields of Stockholm, the United States won first place by a total score of eighty-five points, while Finland was a distant second, with twenty-nine, and Sweden third, with twenty-seven; and an American Indian, big Jim Thorpe, stood out then as the greatest athlete in the world. This year the United States is to send two hundred athletes to Antwerp, and there are those who believe that the American representatives will at this interworld meet achieve an even higher pinnacle of fame. The Olympic games were revived in 1896. Since then the games have been held in Paris, in 1900; in St. Louis, in 1904; in London, in 1908, and in Stockholm, in 1912. The 1916 games were to have been held in Berlin, but in that year the world's athletes were engaged in other and more arduous battles for supremacy. The United States has always taken a leading part in the games since their revival, and the performances of her teams, writes Martin T. Durkin, in the New Orleans *Times-Picayune*, furnish the proudest chapters of American athletic history. Hard work, long, arduous days of training and self-denial, the strain of waiting for the gun—all these make up the course through which each of the teams has gone and which have made victory sweeter as it has been won. The writer's memory harks back to the Stockholm games, at which he was present. Every section of the country was represented in the passenger-list of the



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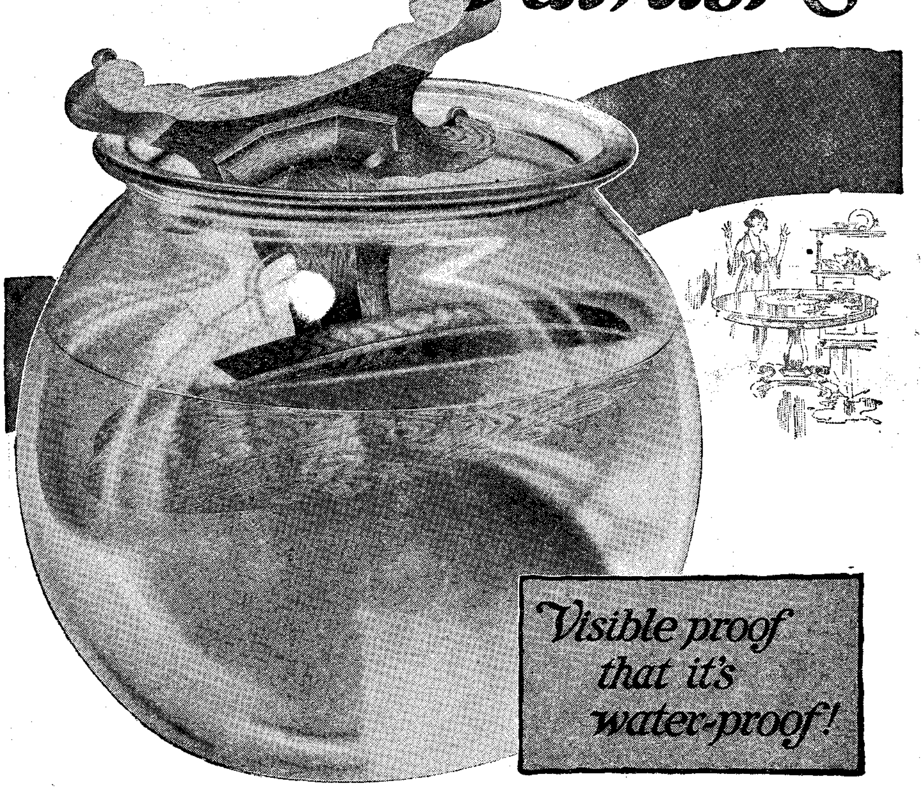
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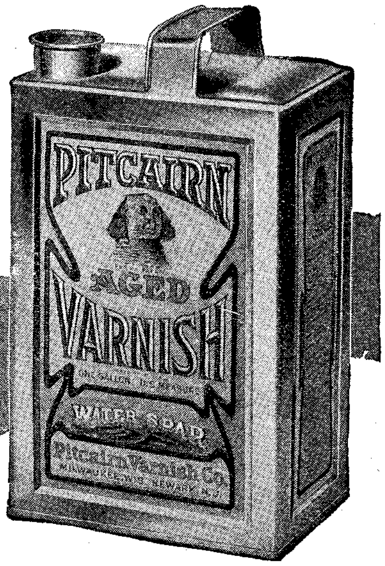


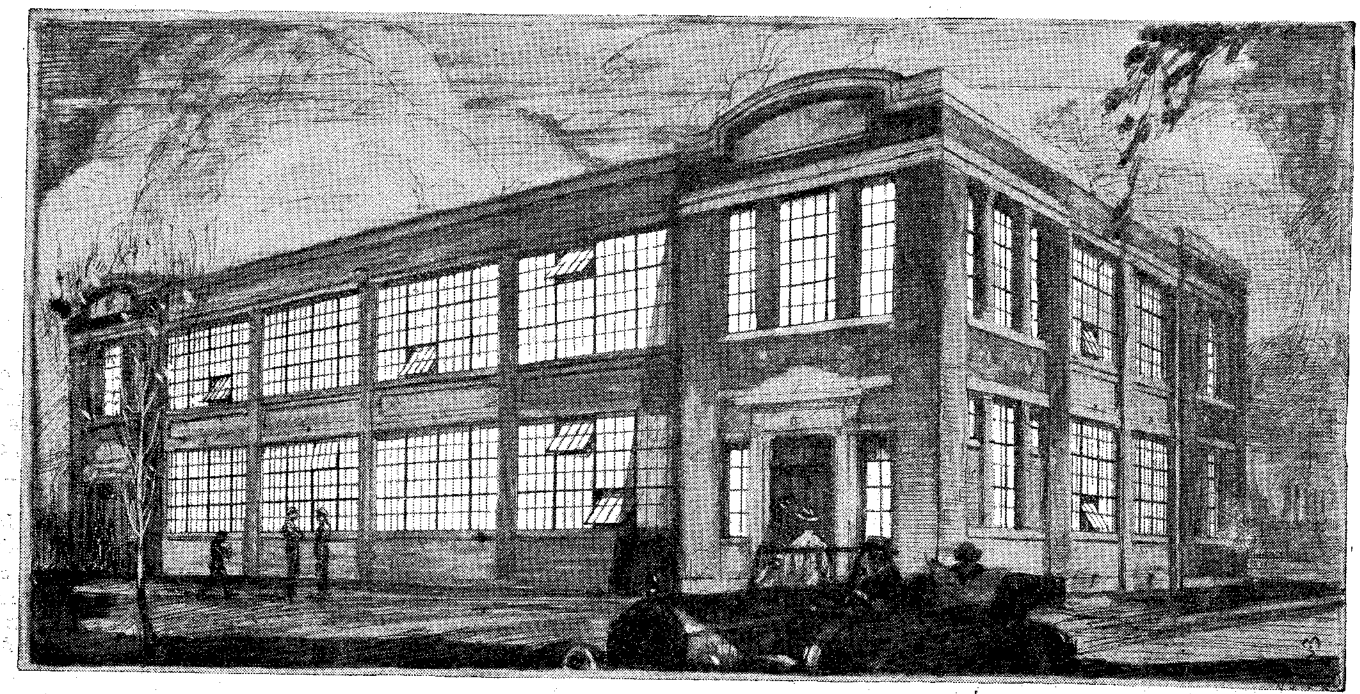
SPORTS AND ATHLETICS
Continued

specially chartered *Finland* of the Red Star Line, when she was warped away from her wharf on her way to Stockholm eight years ago. From the Far West were representatives of the Seattle Athletic Club, the Multnomah Club of Portland, the Olympic Club of San Francisco, and the Los Angeles Athletic Club. Leaders among the other clubs were the big New York Athletic Club; the seasoned veterans of the Irish-American Athletic Club; the Boston Athletic Association, which was the only American club to send a team to the first Olympic revival at Athens, and the boys from the Chicago Athletic Association. In addition—

> The universities were also well represented, the various groups ranging in size from the imposing Cornell crowd, with its wealth of talent, and the five gallant sons of Pennsylvania, whose manly qualities and winning ways later endeared them to the hearts of all on board, down past Glenn Warner's pair of Indian warriors from Carlisle—an entire tribe in themselves!—to Richards, the lone student from Brigham Young University in Utah, who was the only athlete selected from that section of the country lying between Nebraska and the coast range, and who had never seen a body of water until he started East to make that trip.
>
> Here, too, was Russell Byrd, of Adrian College, Michigan, who had originally been selected to make the trip at his own expense. As he was the son of a superannuated minister and had been working his way through college, this was out of the question. The previous fall he had determined to try and make the team. From that time every spare moment was spent in throwing the discus and jumping, two events in which he believed that he might excel, and as he practised, he prayed. It was Byrd who proved to be America's best discus-thrower a few days later, and it was First Lieutenant Russell L. Byrd, U. S. A., who had entire charge of the American team at General Pershing's military Olympic in France last year.
>
> A rousing welcome was extended to the team when it arrived at Stockholm. The team lost no time in getting into quarters and beginning to prepare for the big events, the opening of which was only six days off.

On the opening day of the games athletes of all the countries entered in the competition marched past the King and Queen in their box at the stadium. The Americans were headed by Harry Buermeyer, father of American amateur athletics, with George Bonhag and Paul Pilgrim, veterans of bygone Olympic events, carrying the leading banners. Enthusiasm ran high among the visitors from the United States, and soon received additional impulse. The writer recalls that—

> The first American victory was won by Courtney after the finish of the third trial heat in the 100-meter dash. The American yell rang out through the stadium:
>
> Rah, rah, ray!
> U.—S.—A.
> A-M-E-R-I-C-A.



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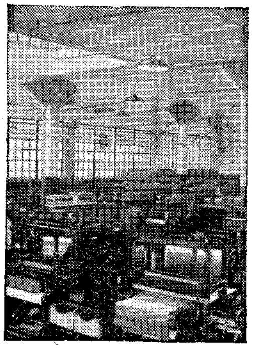

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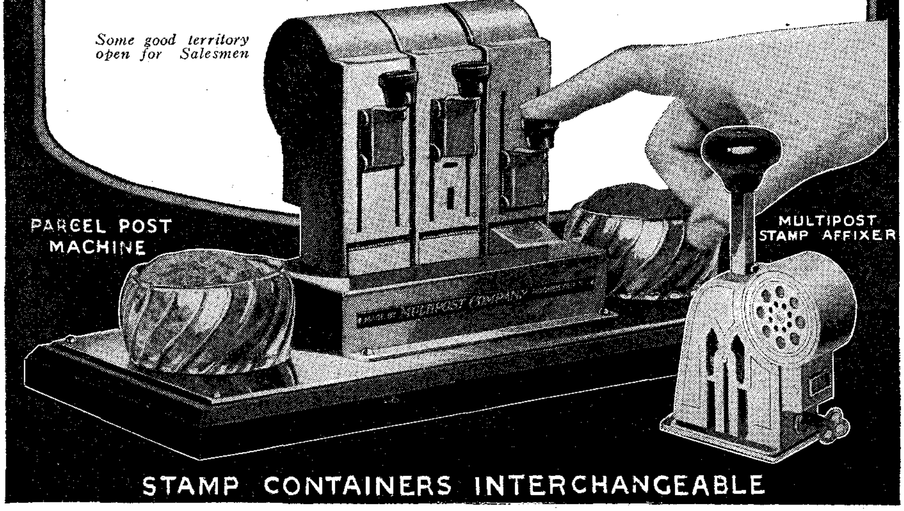

SPORTS AND ATHLETICS
Continued

Three mighty cheers for Courtney mystified the people into silence for a moment, but soon they responded with loud applause. That yell resounded across the field many times that day, and is now probably as well known in Stockholm as the four famous *staccato* hurrahs of Sweden.

The first surprize of the games was furnished in the running high jump, when Lische, of Germany, was tied with Richards for first place at six feet, three inches. America's fondest hopes had been centered in Horine, holder of the world's record, and others apart from Richards, but they had already been eliminated, and the Americans were beginning to reconcile themselves to the loss of the event.

After the bar was elevated to six feet, four inches, Richards, who had required three tries to clear the bar at each succeeding height, was called upon first. This height was nearly two inches more than he had ever cleared before that day, and it looked like a forlorn hope. The big fellow had been wearing a hat until that moment, but he now walked to one side, threw his hat on the grass, and stood silent, while his head sagged forward on his chest. Every one believed that he had lost his nerve, but after a time he straightened up, threw back his shoulders, and walked off to the start with an air of determination. He crouched for just a moment, then dashed forward with unwonted spirit and energy, and jumped over the bar with ease.

Lische looked long and earnestly at Richards. His mind was disturbed. He made three desperate attempts to clear the bar, but was unsuccessful, and Richards, the youth who had been jeered at on the *Finland* when he made the confident assertion that "six feet four will win that running high jump, and I can do six feet four!" was laughed at no longer. Six feet four inches had won the running high jump, and established a new Olympic record, and Richards had been the one to do it.

That evening a friend laughingly accused Richards of having indulged in prayer at the time he had gone aside and stood alone with bowed head. The big fellow said quietly: "I wish you wouldn't laugh, old man, because I did pray. I prayed to the Lord to give me strength to go over that bar, and I went over, didn't I?"

Then came one of the greatest races ever run. In the final of the 800-meter race six Americans qualified, with Brock, of Canada, and Braun, of Germany. Braun's sprinting ability had earned respectful attention from keen-eyed Americans, one of whom asked Mel Sheppard the evening before the final was run what he thought of Braun. Without any hesitancy Sheppard responded: "Somebody will have to go right out at the start and run Braun off his feet, because if he is there at the finish he is a sure winner." Since it was a foregone conclusion that the runner who sets the pace from the start would be at a decided disadvantage in the home stretch, Sheppard was asked who intended to make the sacrifice. He smiled grimly and said, "I guess it's up to me!"

The following day the people in the stands were electrified when the lion-hearted Sheppard bounded off in the lead at the flash of the gun, and at the end of the first lap was still out in front, running as he never ran before, with Meredith, the schoolboy, sticking close at his elbow, and Braun in third place. Coming into the stretch a blanket would cover the five leaders. Braun loomed up strong, but in the smashing drive for the tape the German weakened and fell to the track, while Meredith flashed by the 800-meter post hardly more than a foot in front of the great Sheppard, with Davenport, who had come through with a rush at the finish, in third place. Existing world's records for both the 800-meters and half-mile were broken by this trio, and again there were three American flags over the stadium. Men who knew claimed that this was the greatest race ever run!

Dramatic indeed was the contest in the standing high jump. Tsiclitiras, the Greek, had been eliminated, and Platt and Ben Adams, two brothers, stood opposed to each other for the championship of the world. As they walked out for the last attempt they shook hands solemnly. The throngs cheered.

Platt cleared the bar at the first attempt at five feet, four inches. He then fixt the bar, marked the take-off for his younger brother, and whispered a word of encouragement to him. Ben failed in three valiant attempts by the narrowest of margins. He walked back with a whimsical smile on his face, and again took his brother's hand silently and earnestly. Again and again the crowds applauded the two boys.

The Marathon, the great race which commemorates the famous run made by Pheidippides from the battle of Marathon to Athens to bring the good tidings that the Greeks had won the day, was run on the following Sunday. The race started within the stadium, and there sixty-eight runners lined up in front of the King's box, ready for the long grind to Sollentuna Church and back. After a little delay,

A bugle sounded throughout the stadium and every eye was strained toward the entrance, through which a moment later staggered a runner wearing a pea-green suit with a golden gazelle upon the breast—McArthur, of South Africa! Upon his entrance into the stadium an enthusiastic admirer threw a circlet of laurel about his shoulders, and the crowd cheered frantically as he tottered around the track with faltering steps. His time for the distance was two hours, thirty-six minutes, fifty-four and four-fifth seconds. He was the biggest man who ever won an Olympic Marathon, standing six feet in height, and weighing 170 pounds. After finishing, he dropt on the grass beside the track. Medical attention was quickly forthcoming, and in a short time he had recovered sufficiently to be helped from the field.

Strobino, the first American to finish, crossed the line in third place, one minute and forty-seven seconds behind McArthur. Just after Strobino nobly sprinted past the post his eyes closed wearily; his arms and legs persisted in continuing the motions of running while Roy Mercer, the fine young Pennsylvanian, helped him tenderly across the field, at the same time soothing him with gentle words of praise and commendation. Out of the field of sixty-eight starters, thirty-four finished the race, while one runner had died beside the road. Ten of the twelve Americans who started finished among the first eighteen, the other

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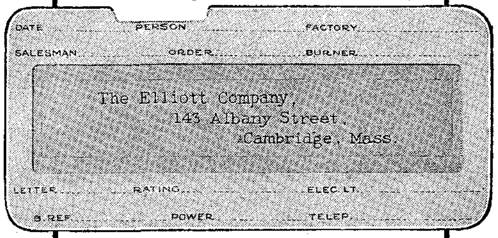

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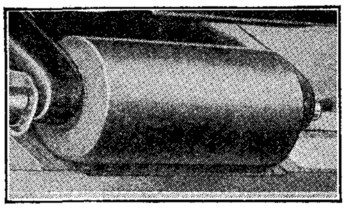
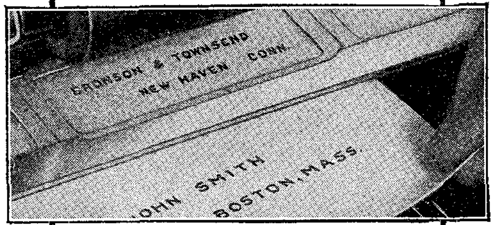
B. REF. POWER TELEP.

Elliott Address Cards are also index cards; are 1/7 as heavy, 1/3 as bulky and 1/2 as expensive as address plates of former Addressing Machines.



Soft rubber ink roll presses the ink through the Address Cards, giving equal pressure on every letter. This overcomes uneven addresses turned out by former Addressing Machines.



Work comes out of the Addresserpress Address Side up instead of Address Side down as with former Addressing Machines.

LET your stenographer stencil Elliott Address Cards for that list of addresses that you have to write periodically.

She can stencil the addresses into the Elliott Address Cards *with her own typewriter* by simply removing the ribbon.

Then, as often as you wish, you can run the Address Cards through the Addresserpress, which will transfer the addresses on to your Circulars, Statements, Lodge Notices, etc., at a speed of sixty impressions per minute.

You keep the Address Cards in alphabetical order just like index cards — always ready to be run through the Addresserpress.

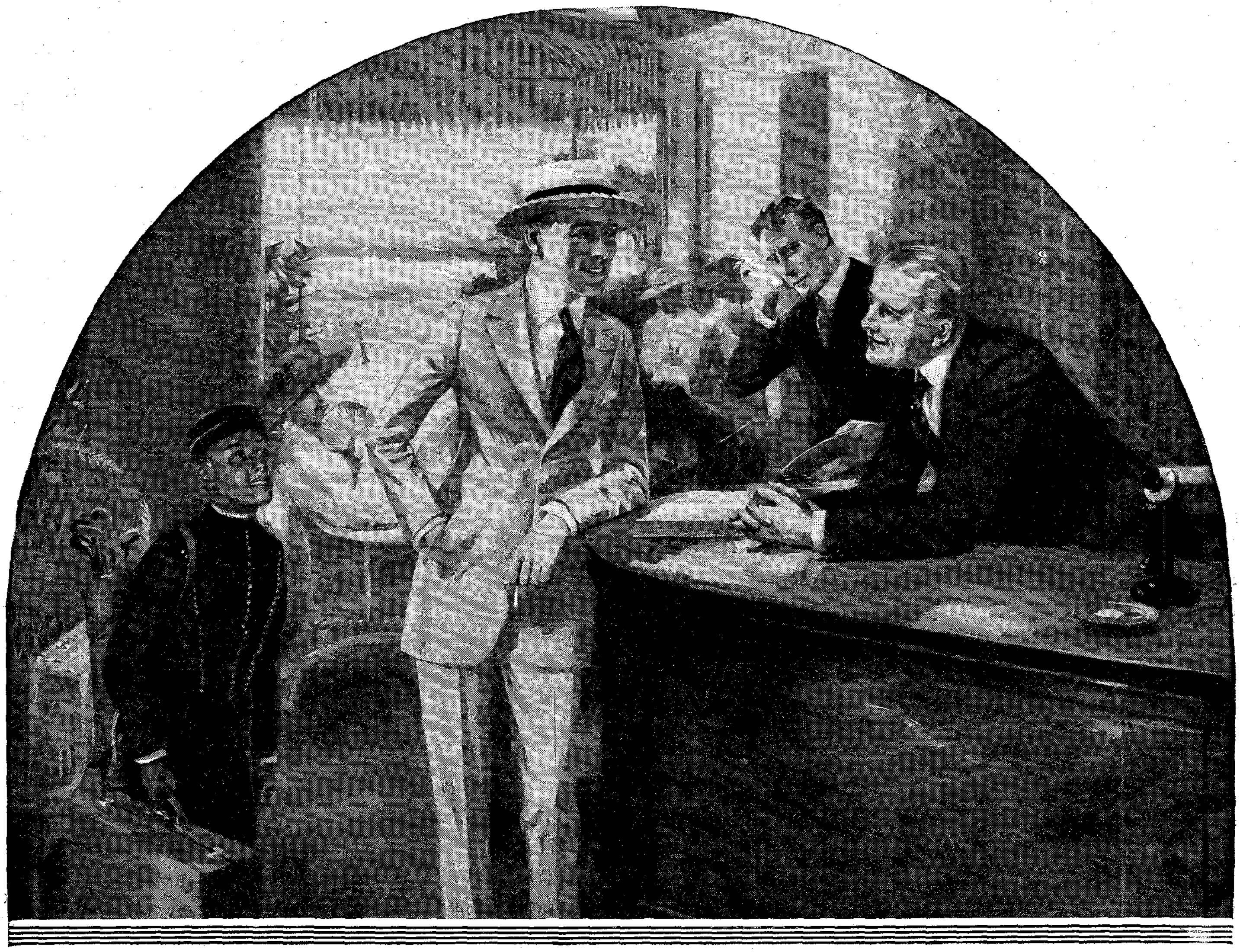
If you are going to write the *same* list of addresses *five or more* times, it will be *cheaper* to use Elliott Address Cards than to "address by hand."

You can't afford to enter the battle of modern competition without this business machine gun. It will address your *every* business form *as* you want it and *when* you want it.

Send for our Booklet, "Mechanical Addressing," and tell us what addressing machine you now use

THE ELLIOTT COMPANY
144 Albany Street, Cambridge, Mass.

The Addresserpress
MADE BY THE ELLIOTT CO.
of CAMBRIDGE, MASS.



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BY GOODALL
WORSTED CO.

Be Cool in Genuine Palm Beach Suits

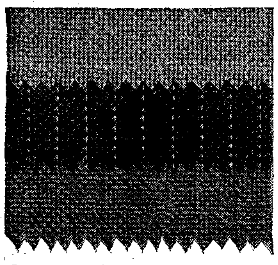
If ever a man should dress to fit the weather, it is in the hot days. Of course you *could* ask the doctor, but it is not necessary to go any farther than your common sense.

Here's PALM BEACH—in shades light or dark, to suit every fancy or complexion. Tailored like your Easter worsted. Cool—comfortable—washable.

And, speaking of common sense, do you realize that a PALM BEACH SUIT *costs* ever so much less than clothes that are *warm* but no better!

Durable, too—it will wear the Summer through, and then wait patiently in camphor for a new season to call it back to duty.

THE PALM BEACH MILLS
Goodall Worsted Company, Sanford, Me.
A. Rohaut, Selling Agent, 229 Fourth Avenue, N. Y.



GENUINE PALM BEACH SUITS are shown in many patterns—dark colors as well as light. AT ALL GOOD CLOTHIERS.

Palm Beach
REGISTERED U.S. PATENT OFFICE
THE GENUINE CLOTH
MFD. ONLY BY GOODALL WORSTED CO.

You'll know it's the GENUINE when you see the Palm Beach Label

SPORTS AND ATHLETICS
Continued

two having been forced to drop out. A brilliant record for that gallant little team!

The competition in the decathlon, a special all-round series of ten events, was finished on the last day of the games, and the greatest number of points was scored by Jim Thorpe, the big Indian chief, who had previously won the pentathlon, a special all-round competition embracing five events.

When Jim stood out in the center of the stadium, listening to the plaudits of the multitude, no one dreamed that later developments were to prove that he had received money for playing summer baseball prior to the games, and under the existing amateur code was consequently a professional in all sports. Those who returned from Europe with Jim later in the summer, and who remember the condition of his finances when he might have journeyed about the continent garnering liberal expense money, always have found it hard to believe that he was anything but an amateur in spirit at the time. In any event it must be admitted, in strict justice to Thorpe, that, whether amateur or professional, he was the world's greatest athlete at the moment. Jim's athletic prowess was probably due to the fact that his grandfather on the paternal side was Irish. "Full-blooded, too," Jim used to say!

As in all previous Olympic games, the track and field contests proved to be the most attractive, twenty-seven countries entering teams in the thirty-one events included in the athletic program. In the struggle for supremacy, the United States scored a total of eighty-five points, while Finland was second with twenty-nine, and Sweden third with twenty-seven.

And so ends the story of the Olympic games for 1912 by one who was there and saw the American team go over the top to victory.

But according to those supposed to know, even a higher pinnacle in the field of athletic achievement awaits the two hundred sturdy athletes who are to invade Belgium within the next two months. With the same spirit, the same courage, the dash that drove the professional soldiers of Germany back through the jungles of the Argonne, they intend to make the winning fight that will reimpress upon the world the greatness of America.

When the American athlete begins to fail it will signify the decline of the country. It has been so with all other great countries. But this day, it is declared, has not come for the United States, and many new Olympic records are predicted for her team.

The revival of the Olympic games in 1896 was conceived by a Frenchman to prevent wars by cultivating confidence and friendship among nations through the games and the athletes. Thousands and thousands of little white crosses throughout Europe testify to the failure of his plan, but there is yet hope that the association and friendly rivalry of the games may bring understanding that in some small degree will allay the fears and jealousies and ambitions that have fostered wars like the one just ended.

So from the Great Lakes to Louisiana, from the East to the Golden Gate, on every big university campus, on every athletic club field, the men who are to represent this country are working for the big meet. They are girding up their loins—walking, swimming, running, jumping, vaulting, throwing, heaving, groaning, perspiring, even praying! Yes, they are fighting, fighting, and preparing to bear out the mission the country has bestowed on them by virtue of their prowess.

They can not fail. As the world saluted America for her victories in the war, it will again salute her as victor on field and track, the winner of the Olympic games of 1920.

A MONUMENT AND FUND IN MEMORY OF JULES VÉDRINES

JULES VÉDRINES, equally renowned as a warrior and a sportsman of the air, who was killed a year ago in an attempted flight from Paris to Rome, bequeathed little more than his reputation to his aged mother, widow, and four children. As a mark of gratitude for the perilous undertakings which he sought and accomplished during the war, and in commemoration of his skill as a pioneer in the newer navigation, the French people are raising a fund for the support of his family and for the erection of a monument to his memory. In a letter to THE DIGEST from the subscription committee at 93 Boulevard Beaumarchais, Paris, we are reminded that Védrines was known and admired in this country, and that he was a winner of the Gordon Bennett Cup. For this reason, and in further token of the friendship existing between the two peoples, Americans are asked to contribute to the fund. The Frenchman was winner of the famous Paris-Madrid race arranged by *Le Petit Parisien*, won a race in England conducted under the auspices of the London *Daily Mail*, and was first in the Paris-Cairo competition. So great was his renown and skill that before the war Védrines received a letter from Berlin offering him under contract for several years the position as director of the School for Pilots in Johanistal and the sum of three million francs. His answer was: "*Merci.* Védrines." During the war the most delicate missions were given to Védrines at his own request. He refused all pecuniary reward, saying that he was only a soldier and that he had a soldier's duty to do. A pamphlet which accompanied the letter to THE DIGEST says, in English which sounds a bit quaint at times, altho its intentions are excellent:

> Fifty-three times the valiant Védrines went to play a bad trick on his enemies, to deposit in their lines the spies and that was not in inert and isolated fields but most frequently in an immediate proximity of the concentrations of the troops or even german aerodroms from where at any moment could set to flight the Fokkers and D.7 and other birds of this style the neighbourhood of which was rather indesirable for an isolated french bird far from his basis.
>
> But soon they became subject to a new danger. In fact the Germans who had particularly to suffer from the special missions had imagined to place wires in the places capable for landing.
>
> It was in those difficult circumstances that Védrines offered himself one day to

BUY WITH KNOWLEDGE

Flat Knit

FLAT-KNIT is a trade term for a knitted fabric that is flat—not ribbed. Athletes wear flat-knit shirts because they are elastic and absorbent. Lastlong flat-knit union suits are much lighter, but elastic and absorbent. Made of finest-combed cotton yarn spun to our order.

Lastlong union suits are like luxurious imported underwear, but the price tag is minus the import tax.

They are made of the best featherweight, flat-knit cotton fabric produced in the U. S. A.

Reasons for buying
LASTLONG
Union Suits

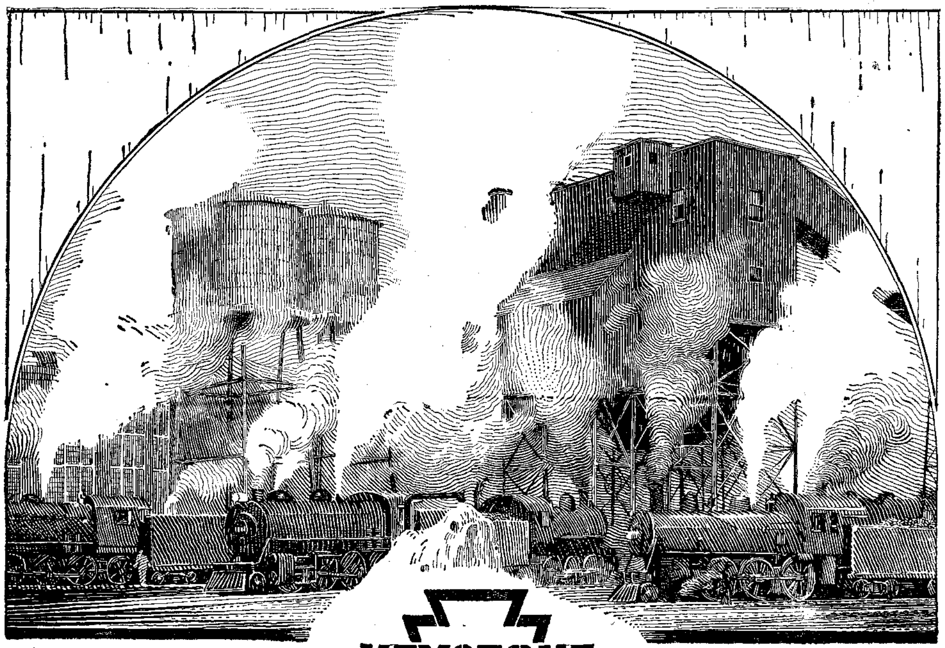
They are Featherweight, Flat-knit, Loose-fitting, Absorbent, Elastic and they have an exclusive "V"-Shaped Belt.

Booklet and Sample

If your dealer cannot supply you, advise us. We will gladly send our booklet, "Buy with Knowledge," and sample of the Lastlong featherweight fabric.

Lastlong Underwear Co.
349 Broadway, Dept. D, New York

LASTLONG
TRADE MARK
FEATHER-WEIGHT · FLAT-KNIT
Union Suits
For Men and Boys



KEYSTONE COPPER STEEL

EXPERIENCE has led many great industrial plants and railroads of the country to demand KEYSTONE Copper Steel for stacks, roofing and construction, because of its *superior rust-resisting* properties.

It has been found by actual experience that this material gives *substantial protection* against the action of smoke and acid fumes, along with extremes of temperature and the corrosive influences of the weather. KEYSTONE Copper Steel pays for itself time and again through the years it is in service, by saving costly replacements and in the preservation of valuable property. It furnishes conclusive proof that high grade steel when properly alloyed with copper does *resist rust* to a remarkable degree—and further, it assures the user long and satisfactory service under all conditions.

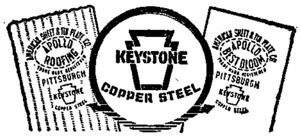
Every sheet of *genuine* Copper Steel is identified by the KEYSTONE trade mark. Look for it. We will gladly send booklet upon request.

KEYSTONE

Rust-Resisting Copper Steel

Apollo
GALVANIZED SHEETS
Recognized as the standard of quality since 1884. APOLLO-KEYSTONE Galvanized Sheets are unequaled for Culverts, Flumes, Tanks, Roofing, Siding, Spouting, Cornices and all forms of exposed sheet metal work. Write today for our Apollo booklet.

ROOFING TIN
Carefully manufactured in every detail—grades up to 40 pounds coating.



Black
SHEET PRODUCTS
Stove and Range Sheets, Special Sheets for Stamping, Automobile Sheets, Deep Drawing Sheets, Electrical Sheets, Corrugated Sheets, Show Card Stock, Japanning and Enameling Stock, Barrel and Keg Stock, Ceiling Sheets, etc., etc.

Manufactured by AMERICAN SHEET AND TIN PLATE COMPANY, *Pittsburgh, Pa.*

SPORTS AND ATHLETICS
Continued

execute a mission particularly important. They hesitated to let him go and it was only after his insisting that they gave him the autorization. You will have your information told he to the general commander of the 5th Army. And in fact 3 hours after the valiant pilot returned without mishap.

He had found his own original means to avoid the wires and he revealed them withour further delay. "It is as simple as anything, he told, I have landed in the middle of a herd of cows and one has not yet seen a cow to eat the barbeled wire. . . . . . ."

A day before the famous attack of Quennevières which ought to be such a brillant success for our arms, Védrines had the pleasure of succeeding in a manner one would have supposed impossible. It was necessary to know the enemy reserves strongly protected and really scarcely he arrived he was saluted by a tempest of balls shells etc. He took his time he tried to see circulated around and put himself in the middle of 35 Fokkers, 38 autoguns and more than 60.000 men of troop. At last he returns his aeroplane pierced by balls and himself wounded. But the commandment *knows*. On the morrow the french troops made over 8.000 prisoners and 2.000 deaths not counting the thousands of woundeds.

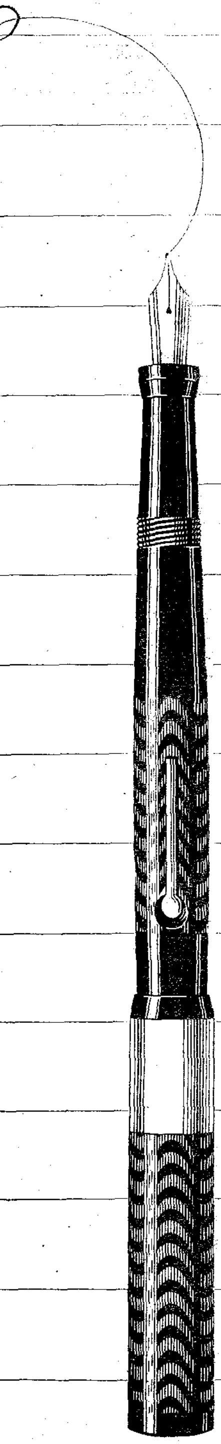
One does not doubt that such exploits are not accomplished without fighting and those were not wanting in the career of Védrines. In the course of 37 combats, he has delivered, of which 23 during the battle of Verdun, he has had the satisfaction of bringing down 9 new enemy aeroplanes. But one has little spoken of him first because he was the enemy of all personal advertissement and again because of the nature of his exploits.

On the 4th july Védrines found himself upon a new special machine. Védrines accomplished a voyage of 400 km. over the clouds conducted by his compass only. He thus prepared himself for a certain mission which was entrusted to him, absolutely unpublished and which in case of success (and we do not doubt that he would have succeeded) would have crowned his career, we should have taken an additional and fine revenge upon the enemies, but the realization of this project was hindered by the armistice and it is a pity.

At the armistice Jules Védrines desirous of giving a greater vigour to the peace aviation, took again his position as a civil pilot and he went to distinguish himself in the realization of new interesting projects. With his high achievements 249.300 km. that he has been able to put to his assets on the 1st of October 1918 (of wich more than 60.000 over the enemy lines) with his technical knowledge, his custom of travelling, his faculties of adapting himself to every climate all kinds off apparatus in a word owing to this whole of exceptional qualities which made him the most complete pilot he was able to form the most daring projects and once more to astonish the world.

At last ennemy of all banalities who has always loved to be the same in the war as he was in the peace: *who does what the others cannot do*, he was distinguished himself at the beginning of 1919 (on the 19th January) volontarily landing on the roof of the Galleries Laffayette in the

Companion of the Eversharp



IN the Wahl shops, where skilled workmen fashion the Tempoint Pen, it is required that every gold tip be hammered by hand. This is a pen-making process that improves penmanship. It produces the tempered pen point of Tempoint—a point of steel-like hardness and flexibility that resists corrosive ink acids and remains springy throughout long, hard service. Fed with a ready ink flow, the tempered point of Tempoint writes dexterously, writes uniformly, writes like the user. Make sure you get Tempoint—the name is on the pen. Thin or thick, long or short, plain or mounted barrels. Prices, from $2.50 upward. Offered by dealers who display Eversharp Pencils.

THE WAHL COMPANY, Chicago
Eastern Office: 165 Broadway, New York City. Western Representatives: Bert M. Morris Company, 444 Market St., San Francisco. Canadian Representatives: Rowland & Campbell, Ltd., Winnipeg, Canada; Consolidated Optical Co., Toronto, Canada

TEMPOINT
Companion of the Eversharp Pencil

WAHL PRODUCTS

Sealpax
REG. U.S. PAT. OFF.

A Better Athletic Underwear Sold in a Cleaner way

COOL and fresh as a mountain spring—that's Sealpax, the free-and-easy athletic underwear for men. It won't bind you—it won't chafe you—and it's cool, *Cool, COOL!*

It comes snowy-white in the Sanitary Sealpax Envelope—insuring a summer full of cleanest, coolest comfort! Ask your dealer for Sealpax and write us for "The Sealpax Family" Booklet.

The Sealpax Company, Baltimore, Md.

"Lady Sealpax"
Dainty Athletic Underwear for Every Woman Every Day.

"Little Brother and Little Sister Sealpax"
Dad's Comfort for Dad's Kids.

SPORTS AND ATHLETICS
Continued

centre of Paris with a little biplane of the same size as the place he had chosen for landing. Being given the small dimensions of this terrace he was obliged to land almost *upon the spot*, without deviating in no direction.

Védrines succeeded magisterially with all his security and mastership known before the war proving that he has lost nothing of his abilities during the same. Does it mark the first day of a new period when one returning at home will be able to land on the roof of his house? The prowes of Védrines indicate us that this dream in not impossible. In every case such exploits as the crossing of the Channel by Louis Blériot in 1909 mark the date and remain in memory.

A WRESTLER OR PUGILIST WOULD HAVE NO CHANCE AGAINST A CHIMPANZEE

WHAT would be the outcome of an encounter between an unarmed man and one of his anthropoid cousins; between, say, a man who combined in himself the arts and strength of the greatest prize-fighter and the greatest wrestler in the world and a chimpanzee? Such a question has often arisen at the ringside. Man has certain advantages afforded him by superior mental equipment, but are these sufficient to give him victory over an ape, or, at the worst, a draw? A writer in the Kansas City *Star* answers:

> Embody in one man the size of Willard, the fighting fury of Sullivan, the lightning adroitness of Corbett, the terrific punch of Fitzsimmons, the strength of Mike Dorizas, and the wrestling skill of Frank Gotch; put him in the ring with any ordinary gorilla, and he would have no more chance of victory than a child against a grown man.
>
> Incidentally, he would be stone dead during the first round unless rescued by his seconds, and the seconds would be stone dead, too, unless they used explosive bullets on the gorilla.
>
> But terrible as is the gorilla, the championship of the jungle is not for him. It goes to the chimpanzee, in proportion to his weight.
>
> Destructive as are the blows of the modern boxer, murderous as were those of the ancients reenforced with the metal cestus, neither prize-fighter nor gladiator has ever developed, or has ever possest the power to develop, the human hand as a weapon along the lines of its true offensive as it is employed by every child and almost every woman.
>
> There is an astonishing similarity—almost an identity—of method between the blows delivered by such great apes as the gorilla and chimpanzee and those used by the very young of the human species, more especially the females.
>
> The angry child strikes with the butt of the opened hand—the true gorilla and chimpanzee blow, an atavism harking back to the origin of the race that perfects itself rapidly in the case of the girl and the woman into the clawing slap. It constitutes one of the most conspicuous evidences of the scientific thesis that, where the male principle carries the initiative of the future, the female is by nature the guardian and perpetuator of the past.

SPORTS AND ATHLETICS
Continued

As noteworthy is the fact that the hand of the gorilla is conspicuously a feminine hand — tapering, elegant, exquisite in its modeling as compared with the hand of the average human male.

In tests instituted to determine the relative strength of man and chimpanzee, the ape easily outclassed three husky sailors in a tug of war. The strength of the gorilla is rated at twice that of the chimpanzee. A Gotch, a Hackenschmidt, a Dorizas would be merely a plaything in the grasp of either animal.

Both gorilla and chimpanzee, lined up against a Jeffries or a Willard, would be rated as deceiving antagonists. The gorilla, always walking stooped because of the high ridge of bone surmounting the spine at the base of the neck, stands no more than five to five and one-half feet in height and appears to be all paunch and hairy arms. Straightened out, as many specimens have been after death, the actual length runs close to six feet and the shoulders are seen to be twice as broad as a man's. The weight averages from 300 to 350 pounds, the largest gorilla ever slain having weighed 400 pounds.

The chimpanzee, shorter by half a head and nearly 50 per cent. less in weight, is much slighter in the body and longer in the legs. He might be regarded as the Bob Fitzsimmons of the fighting anthropoids, where the gorilla is a combination of Jeffries and John L. Sullivan. Physically —and in physique only, for their skill, strength, and endurance remain to be demonstrated—the parallels for the coming international contest would liken Carpentier to the champanzee, Dempsey to the gorilla.

The late Richard L. Garner, student of animal speech, who brought to this country from the French Kongo the famous chimpanzee Susie, was credited with knowing more about the animals of the African jungle than any one else, and he has made it clear that the mightiest human champion would be as a child in conflict with a gorilla or chimpanzee. The writer quotes him in narrating one of his adventures:

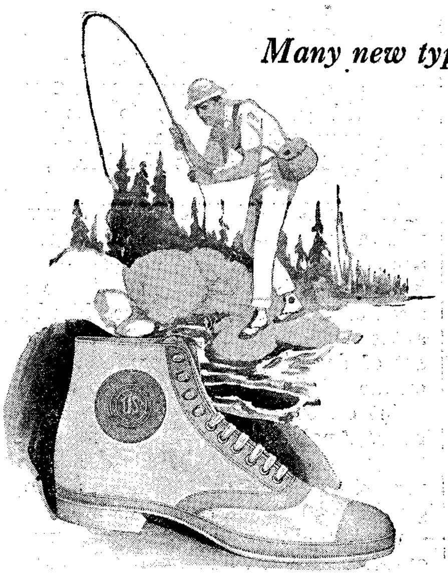
I was on an expedition from the coast of the French Kongo to the Esyira country, some 350 miles inland, on the chance of finding a companion for Susie. I had many friends among the African chiefs along the route. I held none in higher regard than Maguanga, of the Otombi. I was shocked, on nearing his village, to learn that he had been killed by a gorilla, the third man to perish by gorillas of the vicinity within a few months. His son, on whom the indirect responsibility for Maguanga's awful fate rested, told me the appalling details.

The son owned a gun, a proud possession among the natives of the interior. Hunting in the bush, he came upon a gorilla, fired at, and hit him with the one bullet of his old muzzle-loader, and fled back to the village. A hunt was promptly organized, all the fighting men of the district arming themselves and, arriving at the spot where the wounded gorilla was hiding, deploying as beaters, their chief, Maguanga, at the middle of the line.

I remember Maguanga well—a giant

The shoes men like to wear in summer

Many new types for outing and every-day use


Sturdy sport shoes—with or without heels. Made of heavy white or brown duck. Brown leather trimmings with ankle patch.

WHEN the mercury begins to climb, you want solid comfort in footwear. You want shoes that are light, cool, and flexible—shoes that give your feet perfect freedom. That's the sort you get when you buy a pair of Keds.

Keds are the ideal shoes for work or play in warm weather. Their cool, pliable fabric and light springy soles have made them popular with men all over the country.

Besides the familiar tennis or yachting shoe, Keds are made in many special models. There are sturdy work shoes, light gymnasium shoes, and heavy reinforced models for hiking.

An entirely new feature

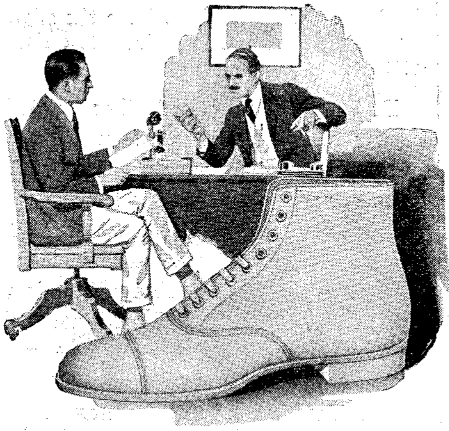
Some of the newer models are made just like leather shoes, with regular welt construction soles and firmly boxed toes. They are just the shoes you need with your white flannels, or for business wear in warm weather.

With these additions, Keds have become *a complete line* of canvas summer shoes. Last year millions of pairs were worn by men, women and children.

Good dealers everywhere carry Keds. Try on the different models. See how light they feel, and how perfectly they fit.

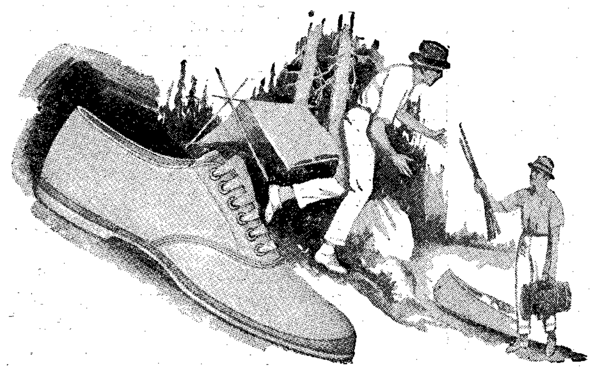
Look for the name Keds on the sole.

For men and women $1.50—$7.00
For children 1.15— 4.50

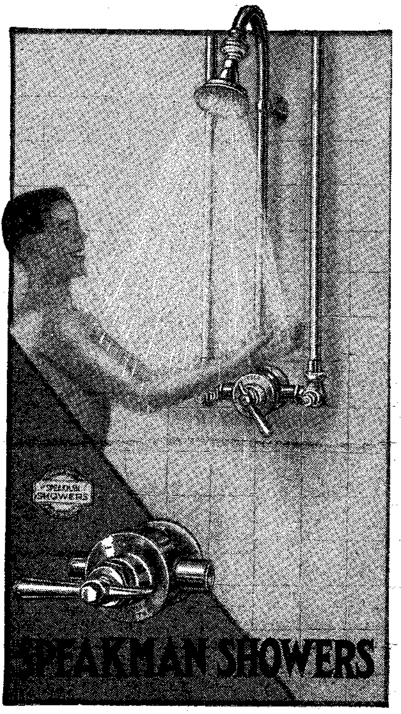

One of the smart special types—made of the finest white canvas with all the style of leather shoes. High or oxford models.

Keds

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES


The standard shoes for all vacation wear. Made of light canvas, in high or low models.

United States Rubber Company



Where Hundreds Bathe Install Speakman Institutional Showers

FOR institutions and other places where the showers are used by scores or hundreds of persons, the Speakman Company has made a special type shower—one that is extremely economical in its use of water and inexpensive to install.

This shower, shown above, is now used in some of the largest Y.M.C.A.'s and gymnasiums in the country. It has controlling valves that can be set so that 6 gallons of water per minute are all that can be used. Two minutes are enough for an invigorating shower, 12 gallons of fresh, sparkling, clean water.

The water control in this shower is through the exposed type Mixometer, identical in mechanism with the Mixometer of the most elaborate of the 200 or more types of showers made by the Speakman Company.

The Mixometer is another factor in water economy. Half a turn of the handle gives any desired shower temperature; no water wasted.

The shower head on this and nearly all other Speakman Showers is solidly cast of brass; known everywhere as the Kas-Bras head. It is drilled so that all the cleansing spray is thrown on the bather—not around him.

For women's use this institutional shower is usually installed with head placed one foot lower than usual.

Your plumber will tell you what you want to know about Speakman Showers. He'll also give you a Speakman Shower Booklet. If he has given them all away, write us.

SPEAKMAN COMPANY
WILMINGTON DELAWARE

SPEAKMAN
SHOWERS

SPORTS AND ATHLETICS
Continued

of a man, six feet two in height, built like an ox, supple as a panther, in the prime of his strength, a veteran hunter. He carried a weapon ideal for such an encounter, a long, keen knife lashed fast to a heavy, seasoned stick three feet in length.

Alert, every muscle tense, his stabbing spear held in instant readiness for the death stroke, Maguanga was within a yard of a tree when, from behind it, the wounded gorilla sprang to the attack. Maguanga, wholly in readiness, drove his knife-blade straight at the broad, black chest.

It was a lightning thrust, downward, with all the force of a powerful, practised arm. Yet before the knife-point touched him the gorilla had wrenched the spear from the hunter's grasp, seized him by the ankle with apprehensible foot, and in the act of dragging him to earth struck him on the thigh a flail-like, clawing blow that stript off every vestige of flesh from the bone. Another blow, as Maguanga reached the ground, disemboweled him. Before the nearest warrior could reach his side the gorilla had disappeared in the bush.

That incident, I think, answers the question whether the man has ever been born who, unarmed, could defeat a gorilla in open combat. Every advantage lay with my friend Maguanga—the gorilla was even seriously wounded. The issue of any such encounter would resolve itself into the simple matter of coordination between brain and body. Man's reaction is absolutely too slow to have the slightest chance against the unbelievable quickness of the ape.

Professor Garner is further quoted as saying that the gorilla, tho powerful and quick, proves inferior to the smaller chimpanzee, and always avoids battle "whenever his self-respect can be preserved from the appearance of cowardice." The explanation of the last observation is that practically all the moral attributes found in man belong to the big apes—courage and fear, love and hatred. Professor Garner describes a battle between a gorilla and a chimpanzee which showed the traits of character which he ascribes to these animals and also furnished an illustration of their relative merits as fighters:

I planted the first of the steel cages I used for my studies of animal speech in a jungle in Odimba, near the grounds of St. Anne's Mission, in Fernan Vaz. My friend, Père Buleon, was at work beside another priest of the mission with mattock and spade, preparing the ground to install a fountain which is now dedicated to St. Joseph. Their rifles lay at hand in readiness for the ever-present dangers of the bush.

There arose, in a small plantation near by, the roars and screams that told of sudden battle. The clergymen snatched up their guns and hurried to the scene.

A gorilla and a chimpanzee were fighting, like two boxers, among the banana plants. The noise of their blows sounded like the roll of beaten drums.

While the missionaries gazed, the gorilla's spirit weakened. He began to be equally reluctant to admit complete defeat.

After a few of these rallies, the gorilla's nerve broke and he tried to make speed away. The chimpanzee swung a heavy hand on him and clawed him until the gorilla turned again and tried to fight back. His conqueror seemed to delight in these little contests, outpointing him at every turn until at length the edge of the bush afforded the gorilla his opportunity for a dash into its depths to safety. The chimpanzee halted, gazed after him in a sort of amused contempt, and leisurely departed.

That was undoubtedly an unavoidable encounter, a meeting by mutual surprize from which the gorilla's innate pride would not permit withdrawal without putting up a fight. It was one that seldom occurs, for the substantial reason that the gorilla habitually endeavors to see the chimpanzee first and quits the dangerous neighborhood as fast as he can. I have come across beds in the bush, still warm from the bodies of the gorillas that had lain in them overnight and, aroused by the voices of chimpanzees at dawn, fled hastily and afar, altho the gorilla is a sluggard who will quit his bed for no other animal under the sun.

Other examples of the fighting ability of the giant anthropoids were provided by fights which the Professor witnessed, at one time between a chimpanzee and a leopard and at another between a leopard and a gorilla:

My caravan had halted for rest during the heat of the day when we heard, above the growls and snarls of a leopard in the bush, the angry tones of a chimpanzee. Anjanga, the guide, seeing me take up my express .30, implored me not to interfere. My own knowledge of the risks made me cautious enough, so I penetrated the bush only within eyeshot of the combatants.

It was a fight characteristic of the intelligent chimpanzee, full of the strategies of the prize-ring, advances and retreat for the securing of technical advantages, exchanges of blows delivered too swiftly for the eye to discern and grapplings during which the bruising blows of the chimpanzee resounded as far as the waiting caravan—until, as I watched, the antagonists fought their way into the dense jungle, and the tumult gradually subsided.

It would have been madness to follow them. I resumed my journey, but, returning three days later, made a search of the vicinity. Not far from the spot where I had lost sight of them I found the body of the chimpanzee, slashed and torn to ribbons by the claws of the leopard, while, beyond, the leopard lay dead, bitten and gashed about the head by the chimpanzee's teeth and, under the skin, its whole body a beaten pulp.

In my collection of jungle trophies is the skull of a gorilla that perished in a similar struggle. The one difference between the two fights lay in the sheer, bestial pugnancy of the larger ape, unrelieved by any trace of the generalship employed by the chimpanzee.

The first faint blow of that glorious universal flame which in the tropic dawn was lighting the village of Nodogo, on the bank of the Rembo Nkami, when the piercing yells of a leopard answered the booming thunder tones of an enraged gorilla. The whole demoniac struggle was fought out in the course of a half-hour under the eyes of the villagers.

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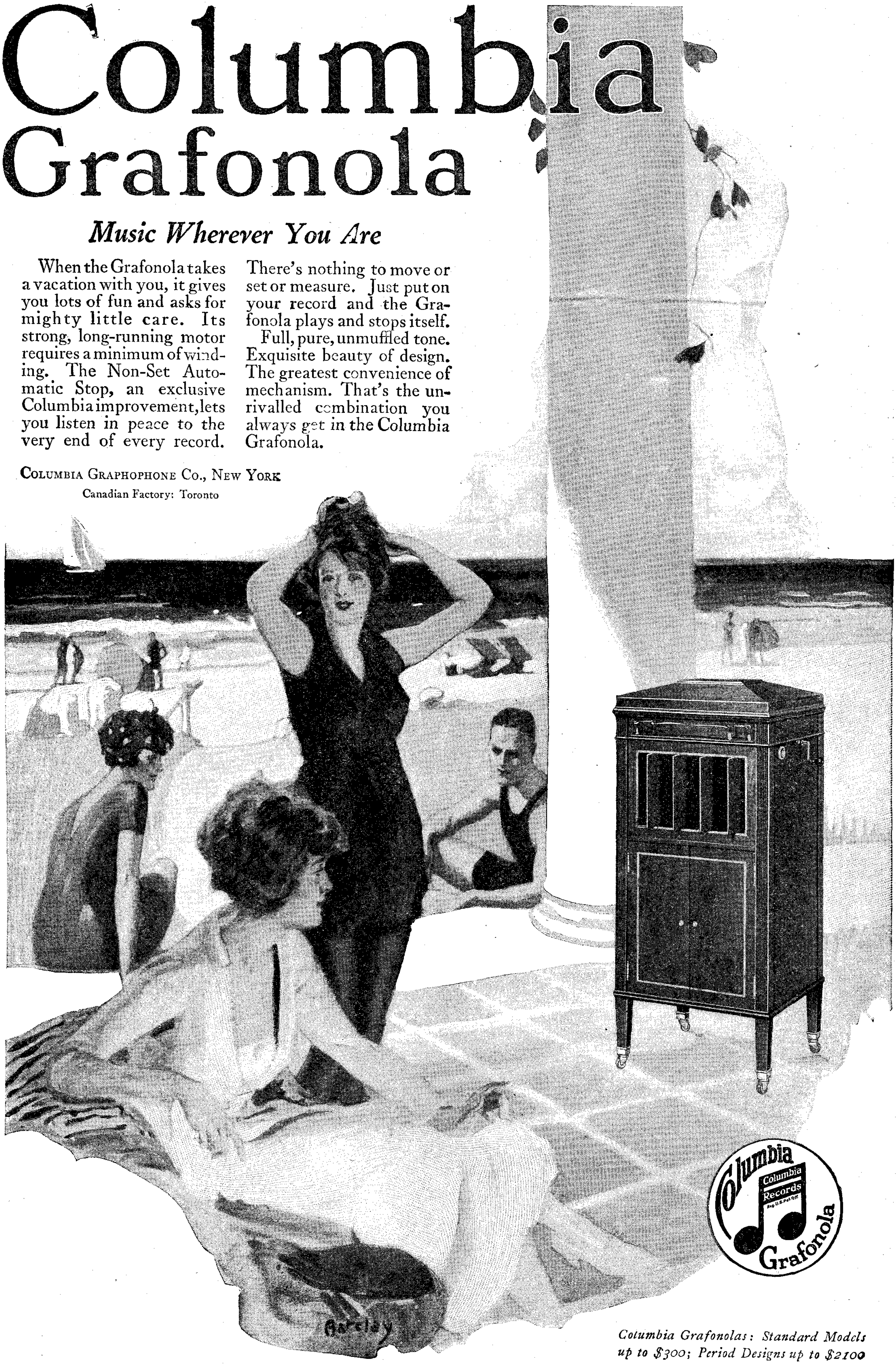

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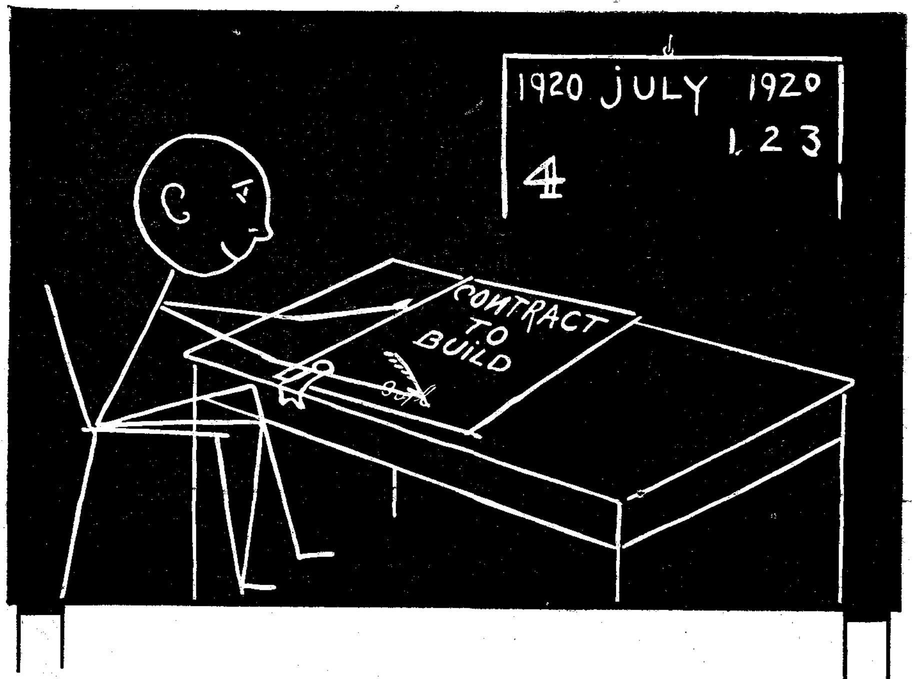

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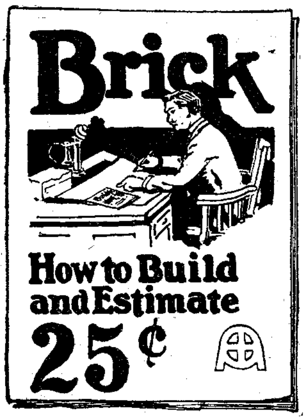

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SPORTS AND ATHLETICS
Continued

spine, the gorilla was not only infinitely stronger, but also infinitely quicker than the leopard. But neither antagonist, in such close quarters, was able to bite often; and the leopard's four flying claws, as compared with the gorilla's two hands, gave him double the offensive power. Yet the gorilla made his two bare hands suffice.

He tore from its socket the leopard's whole ear. He gouged out an eye. He crusht in completely the temporal bone and broke the left malar bone in two places. And he so flailed the leopard's whole body that not a square inch remained that was not mere pulp. His own left forearm was broken; arms, legs, head, and breast were everywhere gashed. Through the wounds in his right thigh the bare bone showed, while several of his ribs were laid open and the leopard's claws tore deeply into the thoracic cavity.

The finish came suddenly. In the midst of his terrific blows on the leopard's body, the great gorilla relaxed and fell dead. The leopard as instantly ceased to ply his bloody claws and, like one stricken with extreme age, dragged himself a few tottering steps apart. Then he, too, dropt dead.

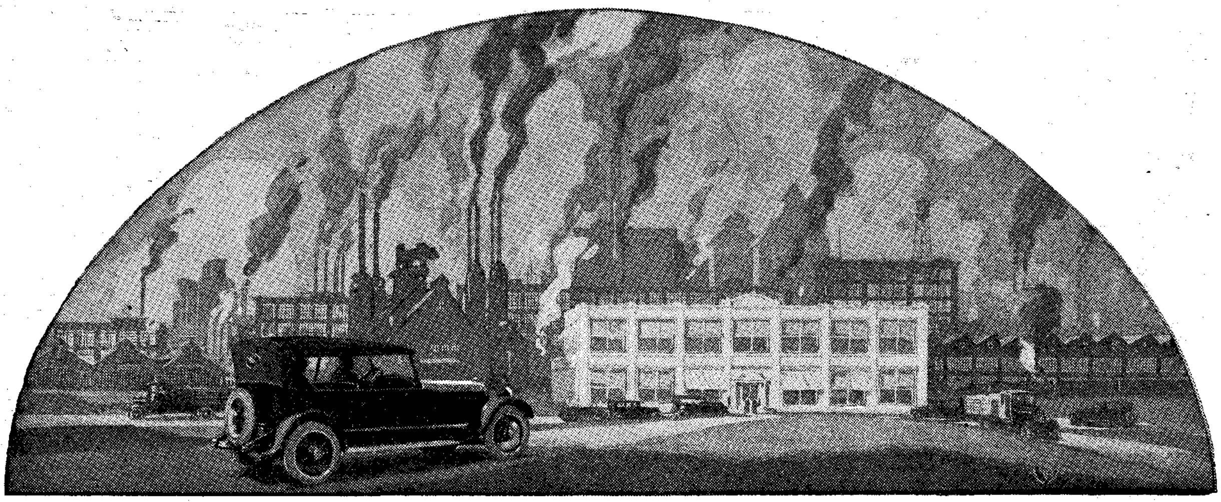
Too many millions of years have passed since man and ape knew a common ancestor for man now to dream of equality as an unarmed, bare-handed fighting animal. The only relics of his prehistoric prowess that remain are evinced in the futile slap of the little child and the clawing scratch of the woman.

BABE RUTH FEARS HE WILL HURT THE PITCHER

BABE RUTH, the $125,000 baseball phenomenon and king of home-hitters, is obsessed with one big, overshadowing fear. He is afraid that in some game one of his terrific wallops will drive the ball back at the pitcher with such velocity that the latter can't duck, and will sustain a permanent if not a fatal injury. Says Frank F. McNeill in the New York *Evening Sun:*

When the Yankees were in Detroit in the second game of their series with the Tigers, Babe crashed a line drive through the center of the diamond and almost knocked Howard Ehmke's head off. Ruth was frightened stiff, according to his own statement, when he saw that ball whizzing back on a line. He yelled a hoarse warning at Ehmke, and the Tiger moundsman just managed to get his head out of the way as the hurtling sphere projected by all the dynamic power in Ruth's giant frame bounded off his gloved hand, thrown up in instinctive motion. Eddie Collins almost suffered a fractured hand stopping one of Bambino's grounders, and other infielders have declined the issue with some of his powerful smashes.

Babe told McNeill that hitting is better this year than formerly because of the new rules. "I know some pitchers who used the old emery and the shiner and all the rest, and they were bear-cats," he said. "Now they have to get by on their natural ability and they don't rate so high." The ball-player also styled as "bunk" the idea that the "ball is livlier."



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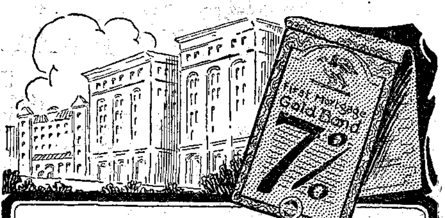

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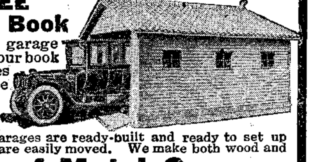

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INVESTMENTS • AND • FINANCE

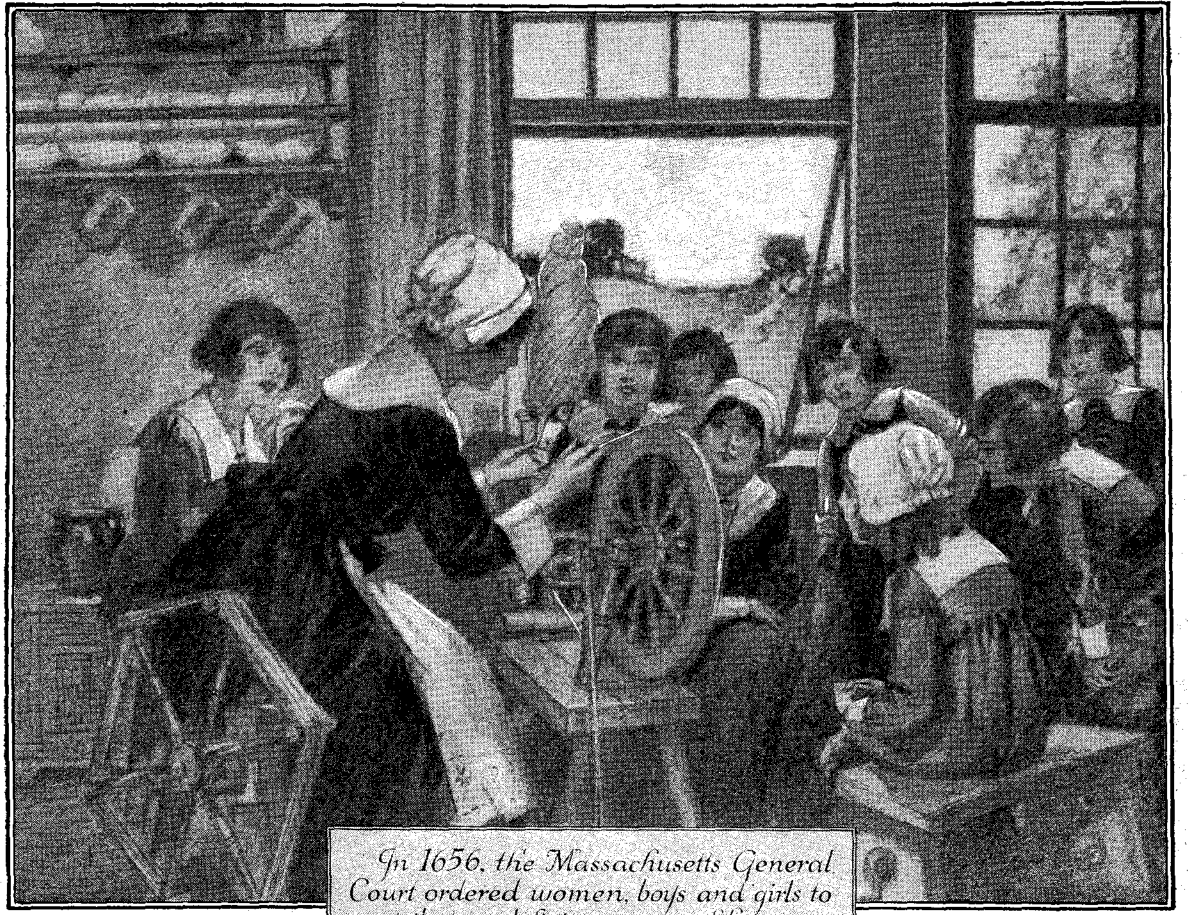
A NEW GENERATION OF RAILROAD EXECUTIVES

TWENTY American railroads have to-day different presidents from those in office when the world-war broke out, notes Mr. B. C. Forbes in his *Forbes* magazine. "Some twenty of the officials appointed Federal managers of the roads during the period of government control won promotion as a result." Not a few roads which were bankrupt in 1914 and under the management of receivers have since been placed on their feet, we are told, and now have presidents instead of receivers. Probably never before, writes Mr. Forbes, was there such a period of wholesale shifting among high transportation officials as the last six years. *Forbes* has tried to get in touch with every important railroad in the country in order to make a complete list of changes in the presidency which have taken place since 1914, and it presents the more important changes in the table given herewith. Mr. Forbes remarks on changes in the railroad offices in part as follows:

> When the Government took over the roads after this country entered the war there were ill-feeling and friction between some of the men installed by the Government as Federal manager and the presidents of the roads. In most instances, however, the antagonisms disappeared, but in a few others it was well known that the return of private control would mean the ousting of the Washington-named managers. In the majority of the cases, however, appointment as Federal manager worked out advantageously to the official named, as the long list of recent promotions of quondam Federal managers reveals.
>
> A survey of the comprehensive returns received by *Forbes* from practically all the important railroads during the last few weeks shows the following changes, among others:
>
> Ex-president W. J. Harahan, of the Seaboard Air Line, who became Federal manager, is now a member of the Railway Board of Adjustment No. 1 of the United States Railroad Administration.
>
> J. E. Taussig moved up from the position of Federal manager of the Wabash to the presidency.
>
> Atchison's Federal manager, W. B. Storey, who was formerly vice-president of the road, is now its president, in succession to the late Mr. Ripley.
>
> On the New York Central lines the shifting to temporary Federal control has not resulted in many changes among the executives of the various roads comprising the system. President A. H. Smith, who was elected to the very important office of Regional Director, has resumed the presidency.
>
> C. H. Markham, president of the Illinois Central, was appointed Regional Director first at Atlanta and subsequently at Philadelphia. On the return of the road to its owners he resumed the presidency. C. M. Kittle, who was made Federal manager of the road, has also returned to his old position as senior vice-president.
>
> On the Central of Georgia W. A. Winburn, president, became Federal manager, and A. R. Lawton, vice-president, became president. Both have now resumed their prewar positions.
>
> Similar action was taken on the Northwestern Pacific, where W. S. Palmer, president and general manager, became Federal manager, and A. H. Payson, who was vice-president, became president. They have also now resumed their prewar positions.
>
> Chicago Great Western's manager was W. L. Park, who has since been named a member of the Federal Labor Board.
>
> On the New Haven president E. J. Pierson became Federal manager, and has since resumed the presidency; C. L. Bardo, formerly general manager of the New Haven, is now president of the Central New England; George T. Jarvis, general manager of Rutland during Federal control, is now vice-president and general manager of the same road.
>
> Other roads which have moved up their officials who acted as Federal managers include Boston and Maine, New York, Ontario and Western, Baltimore and Ohio, Southern Pacific, Louisville and Nashville, Chicago, Indianapolis and Louisville, Western Pacific, and Great Western.

A SCORE OF RAILROADS WITH NEW PRESIDENTS

NAME OF ROAD	PRESIDENT IN 1914	PRESIDENT NOW
Atchison, Topeka & Santa Fé	E. P. Ripley	W. B. Storey
Atlanta, Birmingham & Atlantic	E. T. Lamb	B. L. Bugg
Chicago, Milwaukee & St. Paul	A. J. Earling	H. E. Byram
Chicago & North Western	W. A. Gardner	W. H. Finley
Chicago, St. Paul, Minneapolis & Omaha	W. A. Gardner	James T. Clark
Great Northern	Louis W. Hill	Ralph Budd
Lehigh Valley	E. B. Thomas	E. E. Loomis
Missouri Pacific	B. F. Bush	Harry Bronner
Nashville, Chattanooga & St. Louis	John Howe Payton	W. R. Cole
New Haven	Howard Elliott	E. J. Pearson
New Orleans Great Northern	H. I. Miller	A. C. Goodyear
New York, Chicago & St. Louis	W. H. Canniff	J. J. Bernet
Pere Marquette	In Receivership	Frank H. Alfred
Philadelphia & Reading	George F. Baer	Agnew T. Dice
Rock Island	H. V. Mudge	Charles Hayden
Seaboard Air Line	W. J. Harahan	S. Davies Warfield
Union Pacific	A. L. Mohler	Carl R. Gray
Wabash	E. B. Pryor	J. E. Taussig
Western Pacific	B. F. Bush	Chas. M. Levey
Wheeling & Lake Erie	W. M. Duncan (Receiver)	W. M. Duncan



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Today, the mills of Manchester, Lowell, Lawrence, Fall River, New Bedford, and Providence are famed the world over. New England, in fact, totals one half the entire capital invested in these activities in the United States, employing more than 300,000 wage earners and producing an annual output valued at more than $500,000,000. Boston, the office quarters for most of these great textile concerns, is also the home of the Old Colony Trust Company, a financial institution of world-wide connections.

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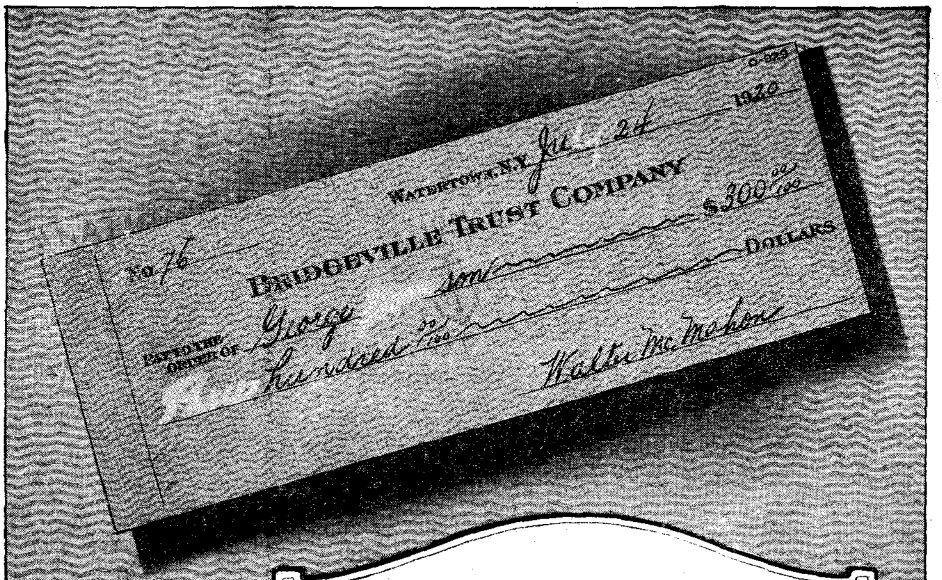

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INVESTMENTS AND FINANCE
Continued

SUGAR BRINGS PROSPERITY TO CUBA

SUGAR has brought sudden and unexpected prosperity to Cuba, according to Pablo de la Llama, president of the Banco Español, the oldest and most important banking institution in that island; and at present there is no poor class among the Cuban people. The Cubans, he says, have not become too prodigal with their new wealth, and a spirit of wise economy is reflected in the new enterprises which are being started. In an interview with a representative of the New York *Commercial* this Cuban banker says:

When the estimate of the sugar crop was made, six months ago, the economists of the world stood amazed at the extraordinary balance of trade in favor of Cuba. At the time the sugar crop was estimated at 4,500,000 tons at from 7 to 8 cents per pound, and these estimates were considered as too optimistic. But the truth in this case went beyond the dreams of the most imaginative person. When the world shortage of sugar occurred buyers were sent to Cuba from all European countries, even from Asia; the demand for this commodity started a rise in price which by leaps and bounds sent sugar to 10, 11, 12, and up to 18 cents per pound, there being cases lately when sugar has been sold as high as 20 cents per pound.

If you take into consideration that this happened before the end of the grinding of the crop and that in Cuba everybody is interested in agriculture, particularly sugarcane growing, you will realize what a blessing it has been for all the people. We have there some very big sugar estates, owned by American companies, but the system of centrals distributes the profits on equitable basis between the mill and the colonies, of which the majority is Cuban, thus the profits made in sugar benefit the whole population.

At present we may say that there is no poor class in Cuba, and the prosperity brought to the country by the sale of its main product is reflected everywhere in the great number of enterprises being started all over the island. What this spirit means for the commercial and financial development of the country is something beyond the power of words to describe. It must be seen to be understood, and then it leaves a feeling of appalling wonder which is difficult to explain.

And the best symptom of this unheard-of prosperity is the general trend among the Cubans to invest the money earned in remunerative business. Altho naturally inclined to enjoy all the good things of life, there is none of the thoughtless prodigality found in the newly rich. The Cubans will pay high prices for things that in this country would be considered as luxuries, but when they do it you may be sure there is something substantial left behind to provide for the morrow.

The innumerable buildings being constructed everywhere and the many enterprises and industries established within the last six months are eloquent witnesses of the trend of thought in the island, where everybody is convinced that the

INVESTMENTS AND FINANCE
Continued

only real source of wealth is honest work and is acting accordingly.

As a Spaniard I am proud of the record of Cuba as a hard-working nation; it is the best trait of our race which the Cubans have inherited, and the Spanish element of the island is the one cooperating more with the natives in developing the resources of the country.

THE AFTERMATH OF THE JAPANESE PANIC

MARQUIS OKUMA, former premier and a leading statesman of Japan, takes a very serious view of the financial and commercial situation in Japan following the crash on the stock market which has been discust in several articles in THE LITERARY DIGEST. He is quoted in the Tokyo correspondence of the New York *Evening Post* as saying:

> The great slump of stocks of every description in rice, cotton yarn, raw silk, and other commodities has brought about something like a panic in economic circles. The weavers throughout the country were the first to be hit, and their business is practically at a standstill. To make matters worse, as the money market began to tighten, the bankers refused the merchants accommodations, and the credit system, which made such progress in recent years, has broken down. Despite the statements of the Government to the contrary the slump must be regarded as a harbinger of a depression which threatens to engulf all the business and industrial interests of Japan.

The Evening Post's correspondent in Japan thinks that this is a fair picture of the situation and he goes on to state facts that have come under his observation:

> The weavers have suffered to such an extent that in many weaving districts the mills have suspended operations, at least for the time being, paying their employees small percentages of their regular wages in order to keep them alive and on hand. Several of the large shipping companies have discharged large numbers of their forces, and it is expected that some of the smaller concerns will fail to survive.
>
> The Asahi shipyard, a 30,000,000 yen concern, has wound up its affairs, tho most shipyards will be able to keep going on the strength of old orders. The big Yasaka copper mine has closed down, as its income fails to cover its expenses. The shipping congestion in Yokohama is becoming so aggravated on account of lack of storage that a complete deadlock has been predicted by many. This is largely due to the fact that many merchants who ordered goods, expecting a rise to occur while they were in transit, now abandon them, as they lose less by sacrificing their deposits than they would by paying for the goods, while others are unable to secure from the banks the money they need to get the goods, and as a consequence the warehouses are filled.
>
> Similar conditions obtain to some extent in Kobe. Ship-owners are worried over the slow work of their vessels. Recently it took seventeen days for a ship to discharge 2,000 tons of coal at Yoko-

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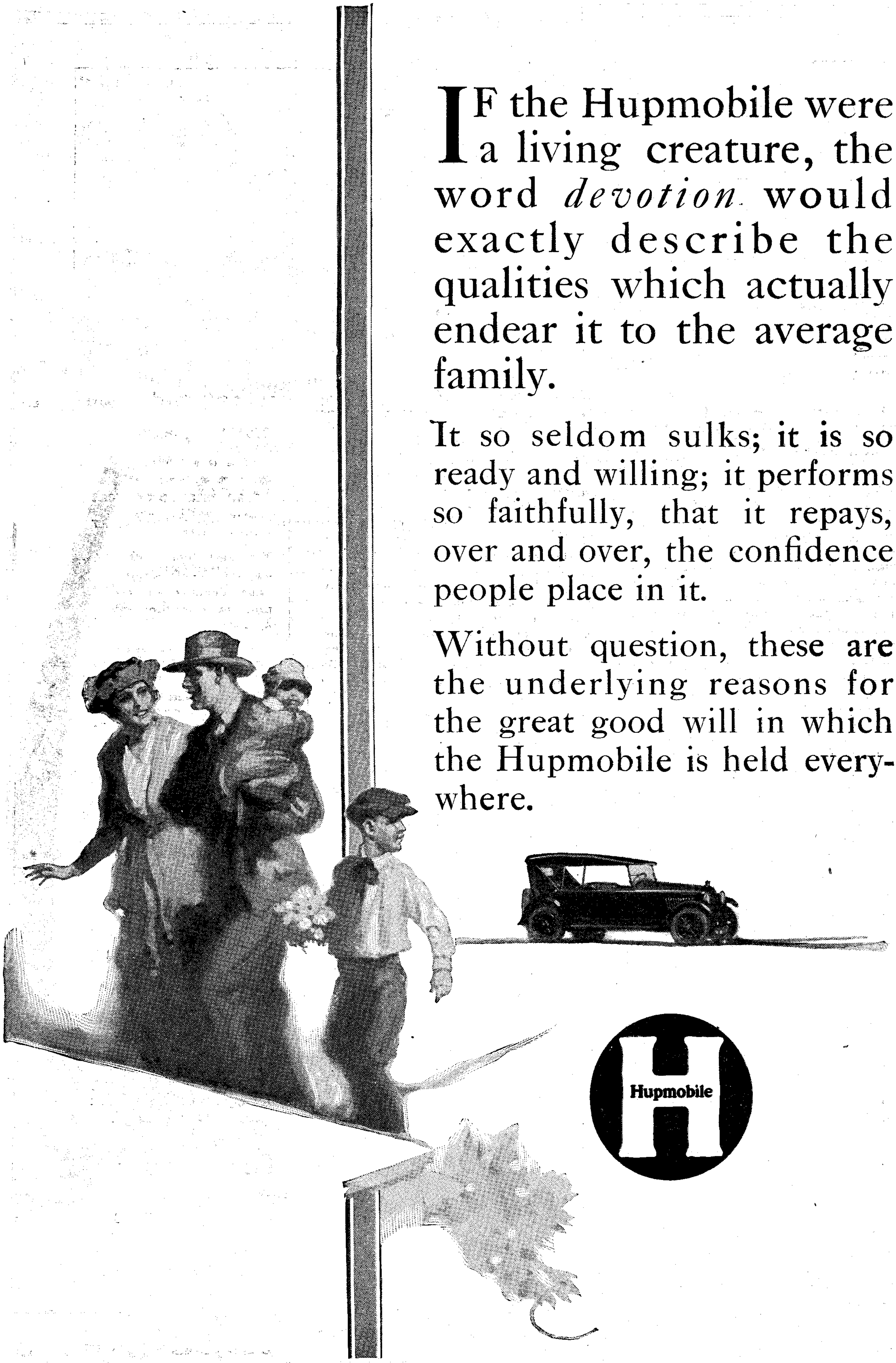

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INVESTMENTS AND FINANCE
Continued

hama, and some vessels, outside of ocean liners, can not get service until they have waited a fortnight.

This depression has a serious effect on labor, and unemployment is becoming common already. Even before the actual great slump this was in evidence, as is borne out by the following figures, issued by the Department of Agriculture for February, showing the number of persons thrown out of work during that month as follows:

Industries	*Men*	*Women*
Dyeing	2,802	11,473
Engineering	5,879	385
Chemical	2,910	1,238
Comestibles	684	288
Miscellaneous	911	582
Special	316	24

The authorities have already taken steps to look after the unemployed, partly by finding them work and partly by caring for them when they are idle. In Tokyo, where demand for workers shows a decrease of thirty per cent., an employment bureau has been established as well as a boarding-house for unemployed. The police are taking somewhat similar steps, and the Cabinet has decided to establish intelligence offices throughout the country. The Furukawa family, the copper magnates of Japan, have sent a man abroad to study conditions by which the lot of laborers may be relieved, and even Dr. Kuwada, the professional theorist, employed to theorize on labor conditions, has uplifted his voice, without, however, having anything practical to suggest.

Dispatches from Korea state that the Japanese depression is being felt there. The cotton cloth merchants have been hard hit, and some big speculators in Japanese shares are nearly bankrupt.

Japanese opinion about the effects of the stock-market slump is shown by several quotations which this writer quotes from the Tokyo dailies. He quotes the *Hochi* as saying:

> The merchants and manufacturers now in difficulties are only reaping the harvest for which they have sown the seed. Tho the Stock Exchange should be aided in view of the far-reaching effects which its failure would produce, no special help need be given to the reckless speculators.

The *Asahi* considers the situation serious but, after all, inevitable:

> The great confusion on the Stock Exchange may be taken as a frank reflection of the gloomy developments. During the war boom the financial authorities encouraged reckless promotion and fanned empty buoyancy in the financial world. The wind having been sown, the whirlwind is to be reaped.

And the *Kokumin* offers this advice:

> Let there be no interference with the present slump. Let prices drop. This is the only means of meeting the situation. The first question which will present itself is, however, that of unemployment. Workers have been self-assertive heretofore, but in the future they may not be able to obtain enough work and may be compelled to demand state protection.

FRANCE'S NEW "TOKEN MONEY"

THE French mint has announced that metal counters are to be used for fractional currency, according to a Paris correspondent of the New York *Evening Post*, tho this does not mean that the coinage of silver pieces is to be stopt or that Parliament has been asked to sanction a reduction in the amount of silver metal used in such coins. In spite of governmental precautions, silver money continues to be bought up in illicit trade at one and a half times its face value or thereabouts, and in consequence new silver coinage rapidly melts away. As to the latest issue, we learn:

> The new counters are to represent two francs (forty cents at par), one franc (twenty cents), and fifty centimes (ten cents). It will be impossible to make them a subject of illicit trading either for melting down or smuggling across frontiers, and they are not likely to be hoarded. They are to be made of an alloy nearly gold color, which will not tarnish like copper or bronze. They will have even the metallic ring associated with money. Of course, their value as metal is not greatly more than that of the paper "shin-plasters" which would have to be issued otherwise, and they are durable.
>
> It seems to be expected that such token money will have to be in use indefinitely. The first issues, which have to meet a pressing need, are to be struck off with the die of "The Sower," the female figure which appears on French silver money. Eventually an allegorical figure to the glory of industry and commerce will be used.
>
> To spare budget complications and debates in Parliament, this new money will be really the issue of French chambers of commerce, which are to guarantee its redemption by deposits at the Bank of France. This procedure has been followed for paper money of small denominations ever since the war began, but such paper, unlike the new counters, circulated only in the limited district of the particular chamber of commerce issuing it.

HOW THE WASH-TUB HELPS THE COPPER MARKET—The lowly wash-tub "is now cutting quite a figure as one of the chief mainstays of a great industry," according to a Chicago *Evening Post* interview with Mr. William A. Paine, a Boston banker and copper-market authority, which is reprinted in the Boston *News Bureau:* "The four-dollar-a-day laundress, hard to find and fussy when found, has," in the words of the Chicago paper, "driven tens of thousands of housewives to put aside the fragrant hand-lotions to which they are accustomed and substitute suds. Machinery has come to their relief and a great new market has been opened." As Mr. Paine himself goes on with the story:

> I was amused to learn from a Western manufacturer that next to the automobile-manufacturers, the makers of washing-machines are now the greatest consumers of copper. The utility companies, which in normal times are large users of copper, can not buy much now because they can't get the money. But washing-machines

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put on
VULCAN QUALITY
The Replacement Spring

Why advertise Springs? Why mark them with a name plate?

There is a difference in springs—VULCANS are made with extreme care.

We mark them with our VULCAN name plate, because we are proud of what they will do for you.

Your springs support the steering gear of your car. They are responsible for your safety.

We believe that you prefer recognized quality. Ask your dealer to put on VULCAN Springs.

In Every Town for Every Car

Jenkins VULCAN Spring Company
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Welding Steel Tanks with Imperial Oxy-Acetylene Torch

A Profit-Producing Flame

A FLAME that fuses metal together or cuts through thick steel like butter—used to repair broken machinery, manufacture metal products or extend operations—this is the flame that keeps production at top notch and pays real profits to users of Imperial Oxy-Acetylene Welding and Cutting Equipment.

For Factories, Mills, Mines, Railways, or Shipyards, Imperial Equipment is Speedy, Safe, Efficient, Economical and Portable. Welds anything in metal and cuts everything in wrought iron and steel.

Imperial Lead Burning Outfits are furnished for all combinations of gases. They are suitable for storage battery work, light welding or brazing, melting platinum, jewelry manufacturing, etc. We will gladly send an illustrated catalog of any of the products mentioned on this page, free on request.

Nearly half a century of manufacturing experience is combined with the high quality and expert workmanship which characterize all Imperial Products.

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IMPERIAL PRODUCTS

INVESTMENTS AND FINANCE
Continued

are being turned out by thousands, in an effort to meet the shortage of labor, and the attractive and durable copper machine is the best seller. This demand, with the heavy purchases of automobile-makers, has had an important part in the depletion of surplus stocks of the metal.

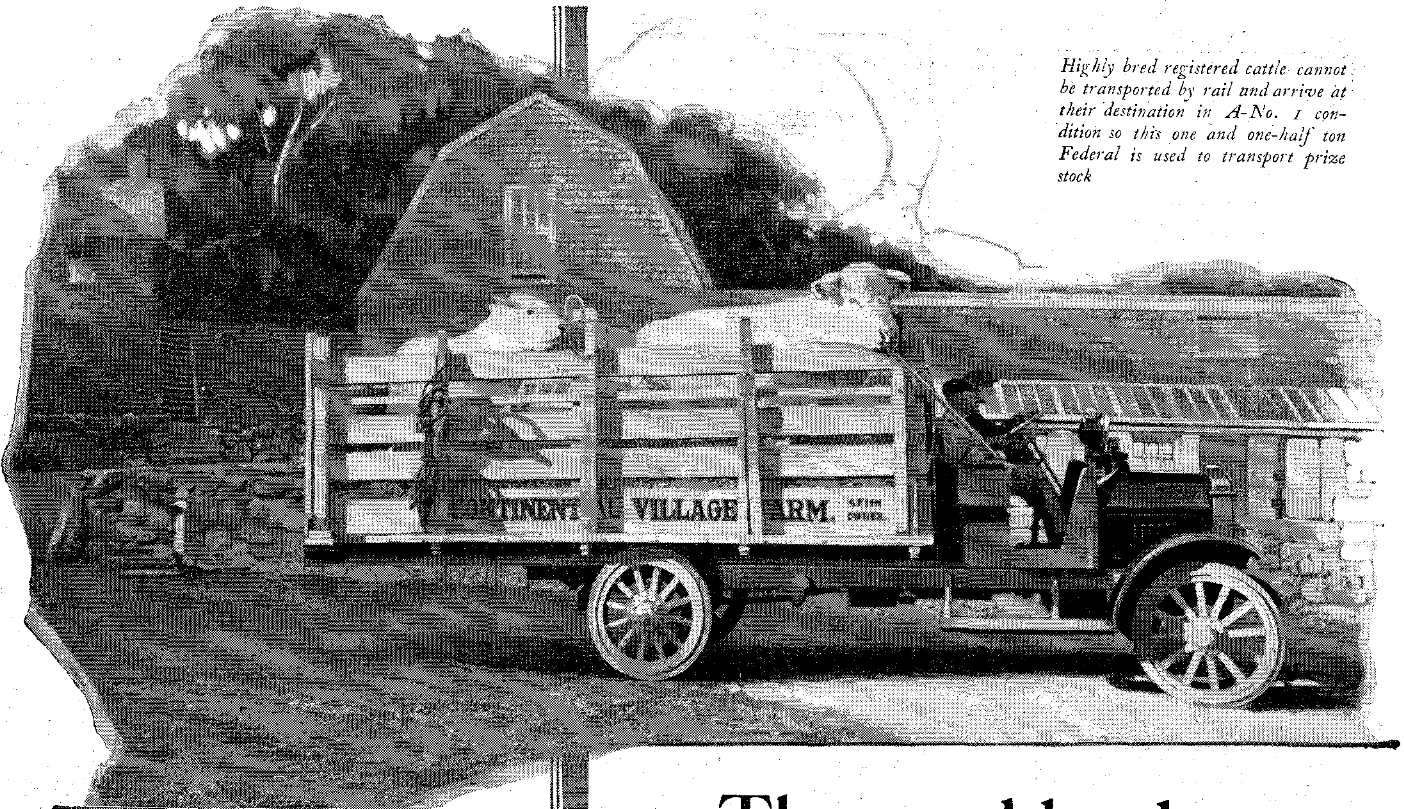
THE WAR'S EFFECT ON INSURANCE

AS a result of the war and of the inflation which followed it, the United States promises to become better insured than ever before, says the New York *Journal of Commerce*, tho just now the country is more underinsured than it was five years ago, as the increase in values has been more rapid than the increase-rates to protect them. Proceeding, this observer says:

When in the earlier years of the war industrial activity was stimulated by war-orders from abroad prospective profits became so great that those who expected to make them could take no unnecessary chances of losing them. Accordingly they were readily induced to take various classes of insurance to which they had previously paid little or no attention, such as explosion, war-cover, fire use and occupancy, steam-boiler use and occupancy, and some other forms. Farm crops became so valuable that in districts where hail damage was imminent the prudent farmer had to take more hail insurance per acre. The increased value of live stock created additional demand for live-stock insurance. As the need of insurance of these various kinds became greater the ability to pay for it increased even faster.

With advancing prices and wages, fire, tornado, burglary, personal accident, and health insurance had to be increased if the assured was to be reasonably protected, and as the purchasing power of the dollar decreased men who were providing for their families through life-insurance had to increase their lines. The discontinuance of building operations had made leases so valuable and rentals so high as to create a marked demand for leasehold and rent insurance. With the resumption of building operations, high cost of material and labor and uncertainty as to the ability to get either made it the more necessary to require bonds from contractors.

Meanwhile, insurance and surety companies and agencies have enlarged their organizations in order to handle the greatly increased volume of business. As values become stationary and eventually begin to decline they will put forth the greater efforts to keep up the volume of business they are organized to handle. As insurance has not increased in volume as rapidly as values, partly because of inertia and oversight and partly because the assured did not realize how greatly their property had appreciated in value, so when values decline the same factors will operate to retard the reduction in the amount of insurance carried. The public having been educated to carry insurance of previously little known kinds and agents being increasingly active in their efforts to keep up their volume of business, values will be more fully protected by insurance than ever before in the country's history.



Highly bred registered cattle cannot be transported by rail and arrive at their destination in A-No. 1 condition so this one and one-half ton Federal is used to transport prize stock

Thoroughbred cattle of the Continental Village Farm

Thoroughbreds—

Transporting cattle to fairs and expositions so that they always arrive in the pink of condition calls for qualities not commonly considered in the selection of a motor truck.

Perfect ease in riding and control and an unfailing reliance on the truck to reach its destination with more than ordinary dispatch and certainty are absolutely essential.

Extra qualities, to be sure, in a truck, but it is the extra qualities that fine cattle and trucks possess over the common herd that marks so surely the thoroughbred.

For ten years now Federal has been building into trucks this extra measure of economy, dependability and endurance that has marked it everywhere as a thoroughbred truck.

Watch Federals work anywhere, ask how they satisfy and see for yourself these traditional qualities of the Federal.

FEDERAL MOTOR TRUCK CO., DETROIT, MICH.

10th Year
The Tenth Year
FEDERAL
TRUCKS

This tag is the sign of the Tenth Year Federal

Another
FEDERAL
One to Five Ton Capacities

Continental Village Farm of Garrison, New York, is devoted exclusively to the breeding of fine registered stock

The KEY to better WINDOWS

Progressive merchants insist on progressive ideas in store front construction. Maximum display value and plate glass conservation have made universal favorites of

ZOURI SAFETY METAL STORE FRONTS

Approved by Underwriters' Laboratories

Zouri key-set line of construction eliminates expensive and bothersome breakage due to faulty setting. It is reducing plate-glass insurance costs.

Representatives Everywhere. Write for Particulars.

Zouri

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Use Moore Push-less Hangers

for light and heavy pictures. Hold up to 100 pounds. Easy to insert in plaster or wood. Fine steel points. Will not injure walls. Four sizes.

Sold by hardware, stationery, drug and photo supply stores everywhere. 15c per packet

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Cook every meal on it. If you are not satisfied and delighted I will refund every cent. Get my

Special Low Factory Price

direct to you. Cooker is aluminum lined throughout. Full set of famous "Wear Ever" aluminum cooking utensils comes with it. Ask for free book of valuable recipes.

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U.S.N. DECK PAINT

for porches, floors and walls
DRIES HARD OVERNIGHT

WITH some paints, washing drives the dirt *into* the surface. With U. S. N. Deck Paint, the dirt is easily washed *off*, leaving the surface really clean. Easy to use, durable, artistic colors. Ideal for general home use.

THE BILLINGS-CHAPIN CO.
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CURRENT ◆ EVENTS

AFFAIRS IN RUSSIA AND POLAND

June 16.—Americans who were in the Kief region, over which the Bolsheviki have swept in their westward drive, have all safely emerged from that sector, according to word from the front reaching Warsaw.

June 17.—The repulse of important groups of Bolsheviki north of Kief is reported by the Poles. Two Bolshevik brigades are said to have been completely destroyed.

June 18.—A Breslau dispatch reaching Berlin reports, as coming from official Polish sources, the collapse of the Polish offensive and the envelopment of the Polish army by the Bolsheviki.

All Russian Bolshevik troops have left Enzeli, the principal Persian port on the coast of the Caspian Sea, according to a Copenhagen dispatch, quoting advices from Moscow.

June 19.—Alarming reports of the military situation on the Polish-Bolshevik front reach Breslau. The Poles are said to have suffered important reverses, and on some parts of the front large bodies of troops may be forced to surrender. Two regiments of cavalry are said to have been annihilated and thirty thousand prisoners taken by the Bolsheviki, who also captured 165 cannon.

June 20.—A Warsaw report says the Bolsheviki have assembled fifty divisions for the midsummer drive against Poland. Kief is again in the hands of the Bolsheviki, who are now planning, it is said, to break through to Minsk and Vilna.

FOREIGN

June 16.—The Council of the League of Nations, to which the Persian Government had appealed for protection against the Bolsheviki, decides to postpone action on this, the first international question to be referred to the Council for adjustment. The explanation is given that the Council considered it inadvisable to take any action pending the fulfilment of certain Bolshevik promises to withdraw the "Red" troops and recognize Persia's sovereignty.

The Hungarian Minister of Justice introduces a bill in the National Assembly providing punishment of up to twenty-five strokes on the soles of male profiteers.

An official summary of the Turkish Treaty received in Washington shows that this document provides among other things for limited internationalization of the port of Constantinople and its inclusion within the "zone of the straits." The provisions outlining the jurisdiction of the Inter-Allied Commission of Control of Constantinople grant this body a flag, a budget, separate organization, and authority over a territory considerably greater than some of the smaller nations of Europe.

The Turkish Nationalist forces attack the Sultan's troops at Ismid, Asia Minor, according to advices reaching London. British officials fear the engagement will draw detachments of French and British troops into the conflict, which is something the British Government has been trying to avoid.

The American Legation in Peking is informed that Chinese troops have attacked the Reformed Church Mission at Yo-Chow, killing an American missionary. Strong representations are made to the Chinese Government by the Legation as a result of the incident.

The conference of jurists invited by the League of Nations to meet for the organization of a permanent International Court of Justice opens its session at The Hague. Elihu Root represents America.

The revolutionary committee of Persia issues a proclamation announcing the formation of a Soviet republic at Resht, according to advices reaching London.

June 17.—Details of the much-heralded uprisings of the Mohammedan world against British rule and in favor of the Turkish Nationalists and Bolsheviki are received in Washington. The reports confirm former advices as to conferences between Turkish Nationalist leaders with Spartacists and Bolsheviki. It is said that Lenine heads the plot.

Final official statistics of the French Ministry of War fix the total number of French soldiers killed during the war at 1,362,872. Of this number the details of the fate of 361,854 are unknown.

Turkish Nationalist troops attack a company of British Indian troops on the Ismid front. Reenforcements were sent to the assistance of the Indians, while British war-ships kept the Turks off by shelling their positions.

A new party has just been formed in the French Chamber of Deputies. It is composed of remnants of the radical and national elements, comprises 260 votes, and holds the balance in the Chamber.

June 18.—Premier Preto, of Portugal, presents the resignation of his cabinet. By a vote of 142 to 10 the Belgian Parliament adopts a measure enabling women to be elected to that body.

Elihu Root, representing America at the conference at The Hague seeking to draft a plan for a world court, recommends that the Supreme Court of the United States be used as a model.

It is reported in Washington official circles that Ludwig C. A. K. Martens, who for more than fifteen months has been in the United States as a self-styled Russian Ambassador, has been recalled by the Soviet authorities.

June 19.—Violent fighting takes place in Londonderry, Ireland, between a small group of Nationalists and a large body of Unionists. Only a few minor casualties were reported.

It is reported from Tokyo that Chinese troops, entering Chang-Sha, open fire on the Japanese war-ship *Fushimi*, wounding two of the crew. The war-ship replied to the Chinese fire, causing casualties among the Chinese.

The railway strike in northern Italy is extended and now includes the secondary and branch lines, says a report from Bern. Switzerland is completely cut off from railway communication with Italy.

June 20.—The British authorities order a

Columbia Six

Worthy of Trust

When you are miles away from the ministration of the repair man—when the long, hot road pounds and grinds—when the luster of finish has vanished under a smear of dust and mud—how completely many of the features and "selling points" which looked so attractive in the show room are forgotten.

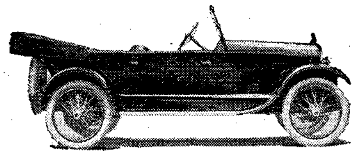
Lines, trimming, and equipment were vastly important back home on the boulevard. But to the man at the wheel on tour, one thought stands uppermost, making or marring his pleasure in the trip—can I implicitly *trust* my car? Will it bring us to that goal of every tourist—a meal, a bath, and a bed?

To the owner of a Columbia Six touring is the most glorious sport in the world.

His car has won his confidence by its dependable service.

The Columbia Six is generally conceded to be one of the most beautiful cars built today. But the satisfaction that lasts season after season, after the paint and top are old and worn, is the implicit *trust* that it will take you through anything, whether it is on a trip into town or across the continent.

It proves worthy of trust because, *"it is good all the way through"*



The Columbia Six Sport Model
Wire Wheel Equipped

The Columbia Six is also made in the following models — Five Passenger Touring Car, Two Passenger Roadster Disteel Wheel Equipped, Four Passenger Coupe, Five Passenger Sedan. The non-synchronizing spring suspension makes the Columbia Six particularly adapted for long hard cross-country trips. It largely eliminates vibration and sidesway, thus minimizing fatigue to both passengers and car.

COLUMBIA MOTORS COMPANY
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Gem of the Highway

COLUMBIA SIX

CURRENT EVENTS
Continued

battalion of troops to embark at once for Constantinople. All available destroyers and the cruiser *Blenheim* have been ordered to the East. Indications are that the entire Mediterranean fleet is concentrating in the Near East. Premiers Lloyd George and Millerand hold a conference at Hythe to discuss the Turkish situation.

Five persons are killed and many others wounded in desperate rioting at Londonderry. The authorities are taking elaborate precautions to prevent a renewal of the disorders.

Konstantin Fahrenbach, formerly President of the Reichstag, will be German Chancellor to succeed Herman Müller, head of the deposed Social Democratic, Democratic—Centerist coalition. The new Cabinet will rest on the Centerists, the Democrats, and the German People's party, and is said to offer a solution of the recent Cabinet crisis precipitated by the Reichstag elections.

June 21.—The Boulogne conference of Allied leaders decide to make war upon the Turkish Nationalists. The Greeks through their premier, Venizelos, who attended the conference, volunteer to lead in the new war. Marshal Foch and Field-Marshal Sir Henry Wilson, British Chief of Staff, have drawn up a plan of military operations which was gone over by the conferees.

Premier Venizelos at the conference of Allied leaders at Boulogne will formally offer in the name of Greece to take the mandate for Armenia.

Civil-war conditions are reported to prevail in Londonderry and the civil authorities are powerless. Continuous rifle- and revolver-firing is maintained, the people fear to venture outdoors, and business is virtually at a standstill.

June 22.—The German Cabinet under Konstantin Fahrenbach has collapsed, says a report reaching London, owing to a refusal of the Majority Socialists to support it.

A daylight attack takes place in the heart of Dublin by men armed with revolvers. It is said that tho Ireland is aflame with guerrilla warfare, there is a slight hope that revolution will not develop out of the present scattered carnage.

Independent Socialists score a victory in the first election for the Municipal Council in Berlin since the inclusion of the outer suburbs in Greater Berlin.

China ratifies the treaty of peace with Austria, which, it is held, will entitle China to participate in the League of Nations.

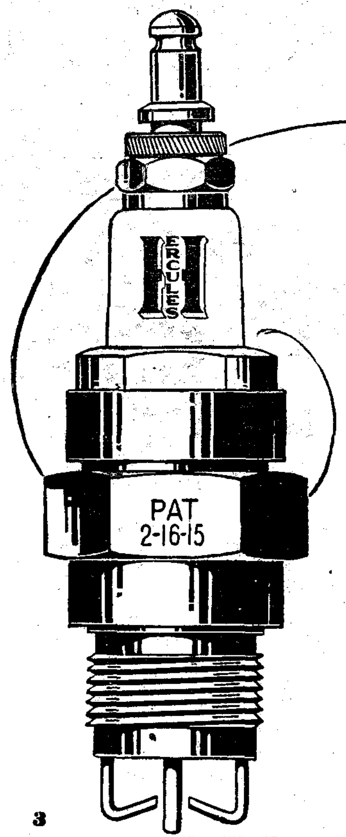
French war-ships in the harbor at Mersina on the Mediterranean bombard the Turks when the latter make an attack upon that city.

Serious fighting takes place between Albanian insurgents and Italians near Drasciovitza, in which the Albanians are defeated.

Fernando Iglesias Calderon is appointed High Commissioner of Mexico in the United States, with the rank of Ambassador, according to advices reaching the State Department.

DOMESTIC

June 16.—The Illinois Supreme Court holds the Illinois primary law uncon-



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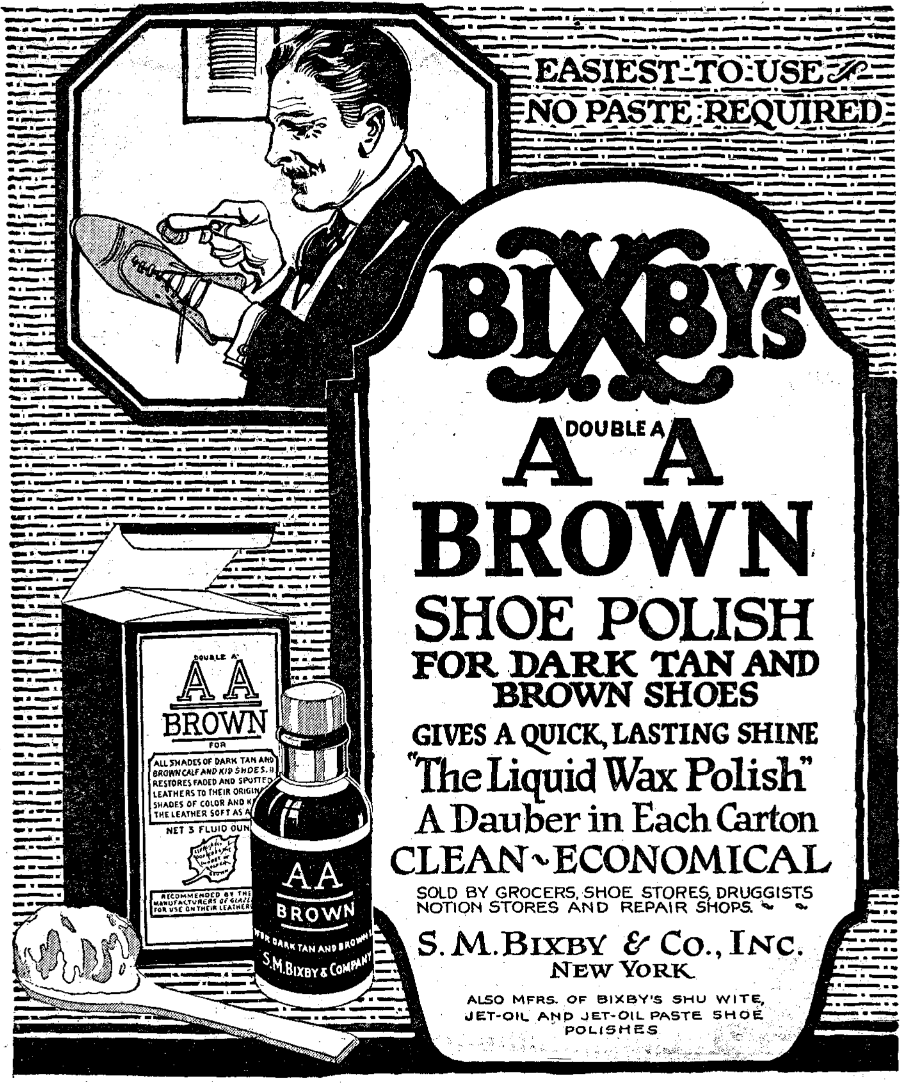
The HERCULES is a compression tight spark plug. The stone porcelain insulators eliminate breakage. Millions now in use are proving the better value in efficiency and service. Size charts sent on request. Eclipse Manufacturing Company, Indianapolis, U. S. A.

Ask Your Dealer for

HERCULES
GIANT SPARK PLUGS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SHOE POLISH
FOR DARK TAN AND BROWN SHOES
GIVES A QUICK, LASTING SHINE
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CLEAN · ECONOMICAL
SOLD BY GROCERS, SHOE STORES, DRUGGISTS NOTION STORES AND REPAIR SHOPS.
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ALSO MFRS. OF BIXBY'S SHU WITE, JET-OIL AND JET-OIL PASTE SHOE POLISHES

CURRENT EVENTS
Continued

stitutional, the decision throwing out State central committees of the political parties and all county central committees and reinstating old committees elected under the old primary law.

State Department officials start a thorough examination of the provisions of the commercial treaties between the United States and foreign governments, with a view to ascertaining in what particulars the Jones Shipping Bill, just passed by Congress, runs counter to the Treaty obligations assumed. It is said that certain drastic provisions of the new law may violate some of these treaties.

Six officials of the Kansas branch of the United Mine-Workers of America are found guilty of contempt for refusing to testify before the Kansas Court of Industrial Relations and are sentenced to jail to serve until they are ready to give their testimony.

The convention of the American Federation of Labor in session at Montreal adopts resolutions calling upon Congress to curb profiteering, indorses President Gompers's non-partizan political program, approves the "Irish Republic," and requests the withdrawal of armed troops from Ireland.

June 17.—By a vote of 29,059 to 8,349, the American Federation of Labor in convention at Montreal indorses government ownership of railroads, in spite of the opposition of President Gompers.

The Department of Justice sends instructions to district attorneys throughout the country to give attention to reported profiteering in bituminous coal and to prosecute where it is shown that unreasonable profits have been taken.

Government expenditures from July 1, 1919, to May 31, 1920, amounted to $20,775,535,850.

The Louisiana Senate by a vote of 23 to 16 rejects the Woman Suffrage Amendment.

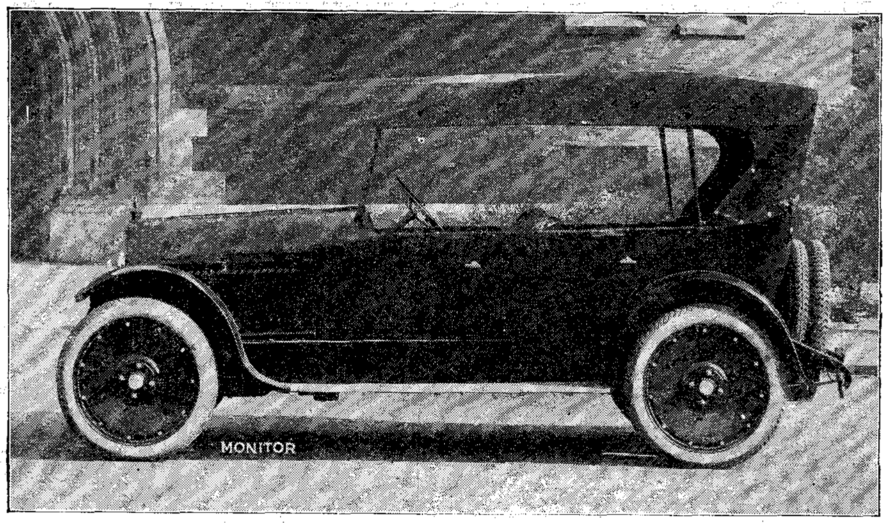
Dr. James Hervey Hyslop, secretary and director of the American Society for Psychical Research and one of the most noted scientists and psychologists of the day, dies at his home in Upper Montclair, N. J.

California distributers of gasoline have been compelled to limit the sale of gasoline to the individual to two gallons a day.

June 18.—Governor Burnquist, of Minnesota, orders troops to Duluth to patrol the streets and prevent further outbreaks following a lynching of three negroes. Fourteen negroes are still in jail and threats have been made against them, it is said.

Figures collected by the Bureau of Labor Statistics on twenty-two staple food articles show that prices reached a new high level in May, the increase between April 15 and May 15 being 3 per cent. and 7 per cent. since January.

The resolution passed by Congress repealing most of the war-time emergency legislation was killed by a pocket veto at the White House, according to an announcement made in Washington. It is said that President Wilson has signed eight bills and resolutions that passed Congress in the last days of its session, among them the Water-Power



Court Requires Evidence—Facts!

Monitor cars have a pleasing appearance,—there are many good looking cars,—in addition, in the Monitor there is a peculiar *invisible quality* which satisfies the owner,—original ownership averages 3½ years, and then a new Monitor. It is a service which means a saving to the dealer and owner. May we send to you literature describing "THE CAR OF SERVICE UNEXCELLED"?

SPECIFICATIONS

Red Seal 7-R (6 Cyl.) Continental Motor
Grant-Lees Transmission
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Automatic Rear Signal
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MODELS: TOURING SEDAN ROADSTER

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FORWARD
LEFT
RIGHT
BACK UP
STOP
THE WRIGHT SIGNAL

For Night Driving

For the motorist who drives at night, the WRIGHT Traffic and Danger Signal offers double protection. It insures his safety from collision and provides a light for backing up.

The WRIGHT Signal, with the red arrow over the white translucent dial, is just another form of insurance. It prevents accidents, by telling the driver in the rear just which direction you intend to proceed.

Order from your dealer today—$8.50. On your new car, insist that it be equipped with a WRIGHT Signal.

A little booklet, "FOR WHAT GOES BEFORE AND WHAT COMES AFTER," sent upon request.

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PYORRHOCIDE
POWDER
ANTISEPTIC
for Pyorrhea prevention

Soft, sensitive gums

that bleed easily, flash a warning. They are the *first symptoms of pyorrhea and* consequent loss of teeth.

For pyorrhea, dentists use and prescribe Pyorrhocide Powder. It is scientifically compounded for that specific purpose. It is the only dentifrice that has demonstrated its efficiency in dental clinics devoted exclusively to pyorrhea research.

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Pyorrhocide Powder is economical because a dollar package contains six months' supply. Sold by leading druggists and dental supply houses.

FREE SAMPLE

Write for free sample and our booklet on Prevention and Treatment of Pyorrhea.

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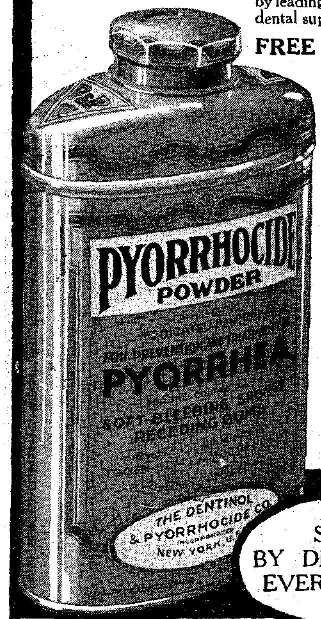
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PYORRHEA
SOFT-BLEEDING SPONGY RECEDING GUMS
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SOLD BY DRUGGISTS EVERYWHERE

Our research work and our clinical and laboratory facilities enable us to disseminate information that is authoritative on pyorrhea treatment and prevention.

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They stick where you stick them. Printed on the toughest paper. Unlimited variety. Prompt delivery regardless of size of order. Send today for catalog.

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Everywhere to ride and exhibit the new **Ranger "Motorbike"** completely equipped with electric light and horn, carrier, stand, tool tank, coaster-brake, mud guards and anti-skid tires. **Choice of 44 other styles,** colors and sizes in the **"Ranger"** line of bicycles.

EASY PAYMENTS if desired at a small advance over our Special Factory-to-Rider cash prices.

DELIVERED FREE on approval and **30 DAYS TRIAL.**

TIRES Lamps, Wheels, Sundries, and parts for all bicycles—half usual prices.

SEND NO MONEY but tell us exactly what you need. Do not buy until you get our prices, terms and the big FREE catalog.

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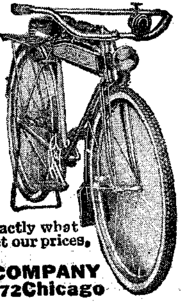


CURRENT EVENTS
Continued

Bill, which permits leasing of water-power sites by the Government and opens the way to a large increase in the country's industrial energy.

A coal shortage next winter which may seriously affect industry is foreseen by the Federal Reserve Board in a recent review of business, industrial, and financial conditions. The situation is already said to be acute in some districts and production in many lines is being held down.

George W. Perkins, financier and philanthropist, dies at Stamford, Conn., at the age of fifty-eight.

The population of Detroit as announced by the Census Bureau is 993,739, an increase of 527,973. This makes Detroit the fourth largest city in the country, displacing St. Louis and outranking Boston, Cleveland, Baltimore, and Pittsburg, all of which were larger than Detroit ten years ago.

The American Federation of Labor elects Samuel Gompers president for the thirty-ninth time at its fortieth annual convention at Montreal.

Senator Harding, the Republican Presidential nominee, answers President Wilson's challenge to make the Peace Treaty the dominant issue in the coming campaign with a statement that the Republican party would welcome the move.

June 19.—Forty-five undesirable aliens brought to Ellis Island from the West are deported to their native lands.

A bolt against the Republican party is launched in Chicago, when incorporation papers are secured for the "Pro-American branch" of the Republican party. The move is headed by Mayor William Hale Thompson's City Hall administration, and is said to be one of the outgrowths of the rejection of Mayor Thompson's platform by the Republican State Convention.

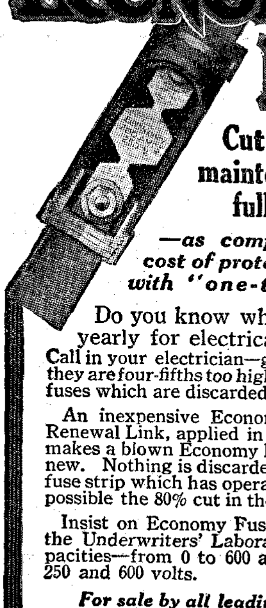
Attorney-General Palmer issues a warning that agreements between manufacturers and dealers which prevent dealers from reducing the selling prices of manufactured articles is unlawful. Indictments for the violation of this rule have already been obtained in some cases.

The Interstate Commerce Commission, in an effort to relieve the fuel shortage in New England, orders a virtual embargo on the exportation of bituminous coal at Atlantic seaboard ports north of Charleston, South Carolina. The order becomes effective June 24.

The American Federation of Labor closes its fortieth annual convention, which was held at Montreal. Among the demands outlined in the program adopted at this convention were ratification of the Peace Treaty; jailing of food and clothing profiteers; hands off in Mexico by the United States Government; indorsement of the Irish Republic, and a shorter work-day, if necessary, to prevent unemployment.

June 20.—Two white men are killed and several negroes wounded in a race riot in Chicago, in the heart of the city's "black belt." The outbreak is the result of the burning of the American flag by a band of negroes.

It is announced that Harvard astronomers are watching with interest the increase in size of "Nova Aquila," a new star



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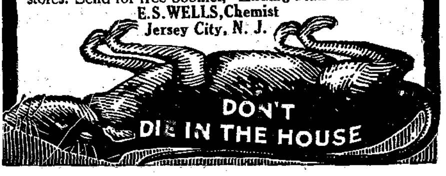
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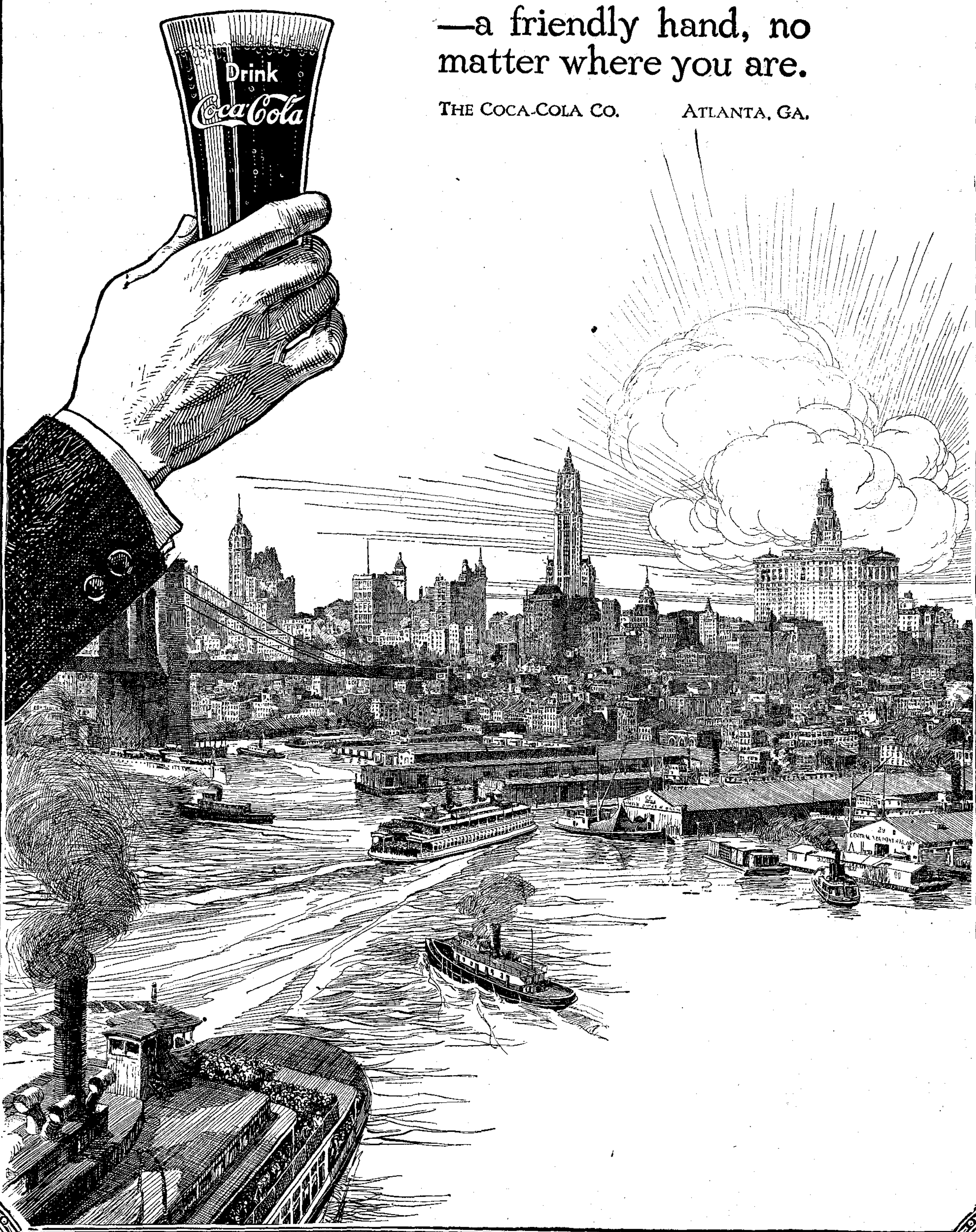

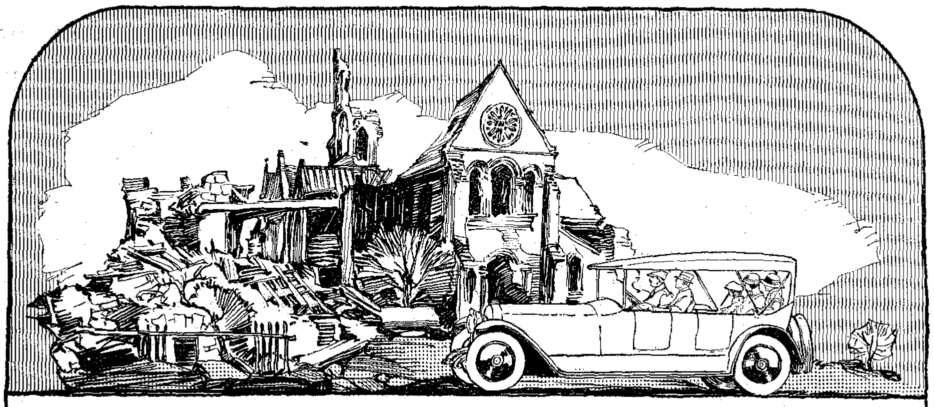

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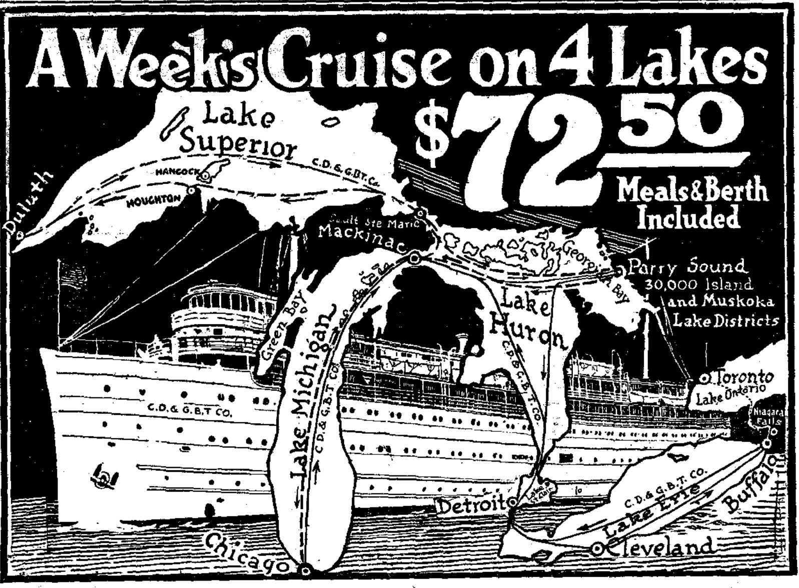

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CURRENT EVENTS
Continued

that appeared in the sky two years ago. The astronomers calculate that this "Nova" is 217,120 "light-years" away.

The War Department begins the distribution of 4,765,000 Victory medals to members of the Army, Navy, and Marine Corps.

Seven hundred railroad yardmen strike in Baltimore, demanding a raise in wages.

June 21.—An earthquake shakes the city of Los Angeles. Several buildings are reported to have been slightly damaged.

The eleventh annual convention of the International Association of Rotary Clubs begins in Atlantic City with delegates from seventeen nations in attendance.

June 22.—The American Anarchist Federation Commune Soviet issues a call to workers to refuse to participate in the coming elections and to seize industry and government and establish a Soviet system, according to information made public by the Department of Justice.

It is rumored that the four railroad brotherhoods, no longer able to restrain their men, dissatisfied with the failure of the Railroad Labor Board to meet their demands for wage-increases, are preparing for a general railroad strike to be proclaimed July 1, unless the award by the Railroad Labor Board is made by that date.

Nine members and the attorney of the Chicago Board of Education are adjudged guilty of conspiracy and contempt by Judge Scanlon, of the Superior Court, and receive sentences ranging from one to five days in jail with fines up to $500.

According to Department of Commerce figures, the United States since the beginning of the war in 1914 has rolled up a trade balance of approximately $17,000,000,000 against the world.

Senator Hiram Johnson, Senator La Follette, and W. J. Bryan are indorsed as third-party candidates at a meeting of Nebraska members of the Committee of Forty-eight, at Lincoln.

The population of the following cities are announced in recent census reports: Cleveland, Ohio, 796,836, an increase of 236,173; New Haven, Conn., 162,390, an increase of 28,785; New Bedford, Mass., 121,217, an increase of 14,565; Columbus, Ohio, 237,931, an increase of 55,951; San Antonio, Texas, 161,308, an increase of 64,694; Paterson, N. J., 135,896, an increase of 19,206.

The Chink's Logic.—Near Shanghai an English sailor on his way to the foreigners' burial-ground to lay a wreath on the grave of a comrade met a native with a pot of rice.

"Hello, John!" he hailed. "Where are you going with that?"

"I takee put on glave—glave of my flien," said the Chinaman.

"Ho, ho!" laughed the sailor. "And when do you expect your friend to come up and eat it?"

"All time samee your flien come up and smellee your flowers," replied John.—*London Opinion.*

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. H. T.," Montpelier, Ind.—"Kindly give me some information concerning the word *ace* as used in the Great War."

The word *ace* in the connection to which you refer is from the French *as*, which is the ace or chief card in most games of cards. In the French aviation service, an *ace* is an individual who has brought down five enemy air-planes within his own lines, the feat being recorded in the official bulletin and dispatches and the man ranking as an ace in the service. Why, history does not tell; perhaps in allusion to *ace of men*, perfection. The term is now generally used in American periodicals to describe an American aviator who has brought down five or more enemy planes in battle.

"W. G. O.," Lewisburg, Pa.—"Please tell me when the following countries declared war on Germany—*Nicaragua, Guatemala, Uruguay*, and *Peru*."

Nicaragua declared war against Germany and her allies May 18, 1917, and *Guatemala*, April 28, 1917. *Uruguay* broke diplomatic relations with her, October 7, 1917, and *Peru*, October 6, 1917.

"P. K.," Huntington, Ind.—"(1) What is the meaning of *Italia Irredenta?* (2) What is General Allenby's complete name?"

(1) The dictionary under *Irredentist* says: "One of a party formed in Italy about 1878 to secure the incorporation with that country of regions Italian in speech and race, notably the people of the district around Trieste and Trent in Austria, Nice in France, Corsica, and Malta, but subject to other governments. Such regions are called *Italia irredenta*, or unredeemed Italy." (2) His full name is Field-Marshal Viscount Allenby (Edmund Henry Hyman Allenby).

"I. E. W.," Orestes, Ind.—"Kindly advise what the *Nobel Prizes* are—how much, to whom, and for what specific discoveries they are awarded."

The Swedish scientist, Alfred B. Nobel, the inventor of dynamite, died in 1896, bequeathing his fortune, estimated at $9,000,000, to the founding of a fund, the interest of which should yearly be distributed to those who had mostly contributed to the benefit of mankind's improvement during the year immediately preceding. The interest is divided into five equal shares, given away, "one to the person who in the domain of physics has made the most important discovery or invention, one to the person who has made the most important chemical discovery or improvement, one to the person who has made the most important discovery in the domain of physiology or medicine, one to the person who in literature has produced the most distinguished work of an idealistic tendency, and one to the person who has promoted most or best the fraternity of nations and the abolishment or diminution of standing armies, and the formation and increase of peace congresses."

The prizes for physics and chemistry are awarded by the Swedish Academy of Science, that for physiology and medicine by the Caroline Institute (the faculty of medicine in Stockholm), that for literature by the Swedish Academy in Stockholm, and the peace prize is awarded by a committee of five persons elected by the Norwegian Storthing.

In accordance with the statutes the awarders of the prizes (the four above-named institutions) elect fifteen delegates for two consecutive years, the Academy of Sciences electing six, and the other prize-awarders three each. These delegates elect for two consecutive years four members of the Board of Directors of the Nobel Foundation, which board, consisting exclusively of Swedes, must reside in Stockholm. A fifth member, the president of the board, is nominated by the Government. The Board of Directors has in its care the funds of the institution, and hands over yearly to the awarders of the prizes the amount to be given away. The value of each prize is on an average $40,000. The distribution of the prizes takes place every year on December 10, the anniversary of Mr. Nobel's death. Full information can be obtained from "Nobelstiftelsens Styrelse" (the Board of Directors of the Nobel Foundation), Stockholm, Sweden.

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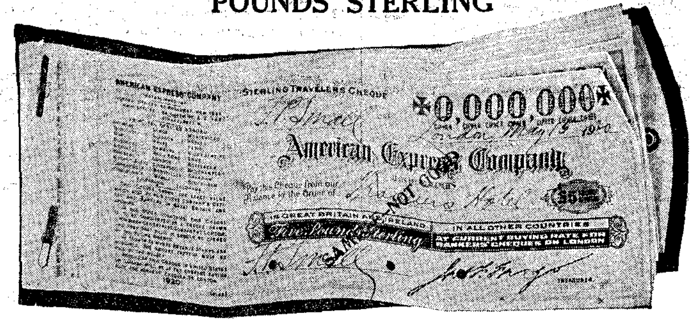
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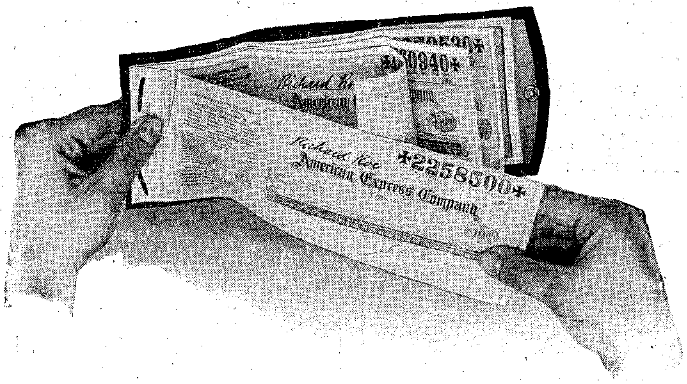

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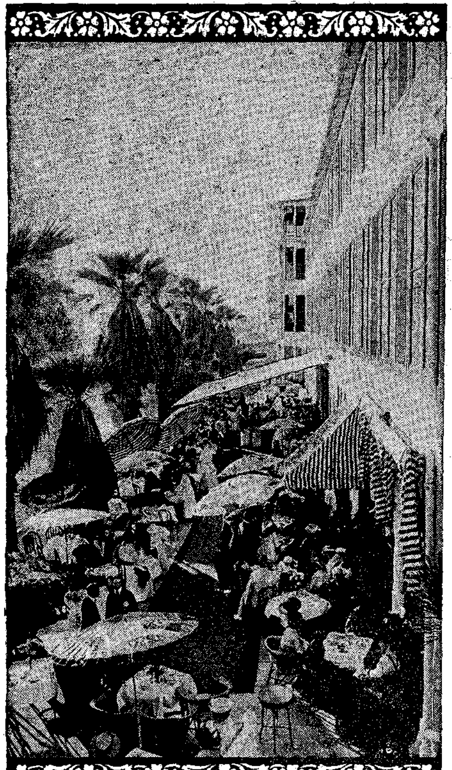

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SPICE OF LIFE

A Jazzy Pulse.—"I contend that music is the language of the heart."

"Well, in that event, jazz must cause a terrible beating of the pulse."—*Lexington Leader.*

The Brave Freeman To-day.—A renter who breaks away from his landlord and buys a house of his own has a home of the free, and also, at present prices, a home of the brave.—*Kansas City Star.*

Brains Always Score.—Three Kentuckians were killed in a fight over a dog. The dog is alive because he ran away and hid. All of which proves that brains will triumph in the end.—*Johnstown Democrat.*

These Days, Yes.—"The clothes do not make the man," remarked the ready-made philosopher.

"No," answered the friend who was studying a tailor's bill. "They don't make him. They break him."—*Cleveland Catholic Bulletin.*

In the Tornado Belt.—"Taking your piano lesson, are you, dear?" said the farmer's wife to her daughter.

"Yes, mother."

"Where is your father?"

"In the cyclone-cellar, mother!"—*Yonkers Statesman.*

Mother's Ologies.—DAUGHTER—"Yes, I've graduated, but now I must inform myself in psychology, philology, bibli—"

PRACTICAL MOTHER—"Stop! I have arranged for you a thorough course in roastology, bakeology, stitchology, darnology, patchology, and general domestic hustleology."—*Texas Christian Advocate (Dallas).*

Ranch Resourcefulness.—A. S. Barron, a rancher near San Mateo, Calif., recently lost three bales of hay, and a neighbor of his, Henry Bissig, lost a three hundred-pound calf. Barron found this notice nailed on his barn door: "We stole three bales of hay from your ranch and, finding we had no use for it, we stole a calf from Bissig to eat it."—*New York Tribune.*

Drawing the Line on Love

I'd steal the Kohinoor, love,
To bind your necklace rare;
I'd steal the sunset's gold, love,
And twine it in your hair;

To grace your queenly brow, love,
I'd filch the morning star;
But darned if I'll agree, love,
To let you drive my car!

—*Richard B. Bennett in "Motor-Life."*

Overpowering Leonidas.—"Leonidas!" exclaimed Mrs. Meekton, "are you aware that I was reading my essay on politics aloud to you?"

"Yes, my dear."

"But you went to sleep."

"Why not? You removed every doubt so thoroughly and solved every problem so completely that I saw no further reason for retaining personal consciousness."—*Washington Star.*

Domestic Economics.—"If you wear overalls, girlie, you can save on skirts."

"Then I can buy that lace waist."—*Louisville Courier-Journal.*

Old-Fashioned Mother.—The reason more bedtime stories are not told to children these days is that the children come in after mother has gone to bed."—*El Paso Herald.*

Treatment Fitting the Case.—"What are you treating me for, doctor?"

"Loss of memory. You have owed me a bill of $60 for two years."—*Boston Transcript.*

Place to Learn.—BACON—"They tell me the shad have begun to multiply."

EGBERT—"That's the advantage of their going in schools, I suppose."—*Yonkers Statesman.*

Try This.—"Do you believe in the beneficial effects of laughter?"

"I certainly do. If I can get a man laughing I can nearly always borrow $5 from him."—*Boston Transcript.*

Anachronistic.—WAITER (observing diner's dissatisfaction)—"Isn't your eggs cooked long enough, sir?"

DINER—"Yes, but not soon enough."—*Cincinnati Western Christian Advocate.*

The Useful Ouija.—"Where were you all evening?"

"At the club."

"I don't believe it."

"All right. Ask the ouija board."—*Louisville Courier-Journal.*

Lamb is the Goat.—TEACHER—"You see, had the lamb been obedient and stayed in the fold it would not have been eaten by the wolf, would it?"

BOY—"No, ma'am, it would have been eaten by us."—*New York Watchman.*

Better Qualified.—FARMER—"I'll give you $5 a day to help me dig potatoes. You can start now."

DUSTY RHODES—"Guess you better do it alone, mister. You planted 'em, so you know where they are."—*The American Legion Weekly.*

Entirely So.—It will be noted that the 1920 Census figures are in harmony with the Census Bureau estimates for earlier years except in the case of Manhattan in which the decrease in population reported in 1920 is entirely out of line with the estimates for earlier years.
—*New York Times.*

Wise Jimmy.—"Jimmy," said the fond mother to her smart eleven-year-old, "what became of that little pie I made for you as a treat yesterday? Did you eat it?"

"No, mama," answered Jimmy with a grin; "I gave it to my teacher at school instead."

"That was very nice and generous of you, Jimmy," complimented his mother. "And did your teacher eat it?"

"Yes; I think so," answered Jimmy. "She wasn't at school to-day."—*London Tit-Bits.*